Fort Hood
Aviator/Aircrew Orientation Course

Learning Objectives

- Understand the rules and regulations that govern flight operations at Ft. Hood
- Understand operations and restrictions within the Local Flying Area
- Meet the AOC requirements of FH 95-1

Available Maps & Publications

- Ft. Hood Military Installation Map
- Western Training Area (WTA) maps
- DOD FLIP
- FH Reg 95-1(March 2016)
- Fort Hood Flight Information Handbook

http://www.hood.army.mil/1stCavDiv/pages/Pilot_To
Army Knowledge Online
PilotsTools
DoD Warning Banner | Master Gunner - Home | Defense Travel System - D... | Home - 1ACB Staff | JTDI | 3rd Weather Squadron | Defense Internet NOTAM ... | http--www.pandora.com- | Web Slice Gallery

Fort Hood Pilot's Tools

** FH 95-1 DATED 15 APRIL 2013 HAS BEEN SIGNED AND AVAILABLE FOR DOWNLOAD B

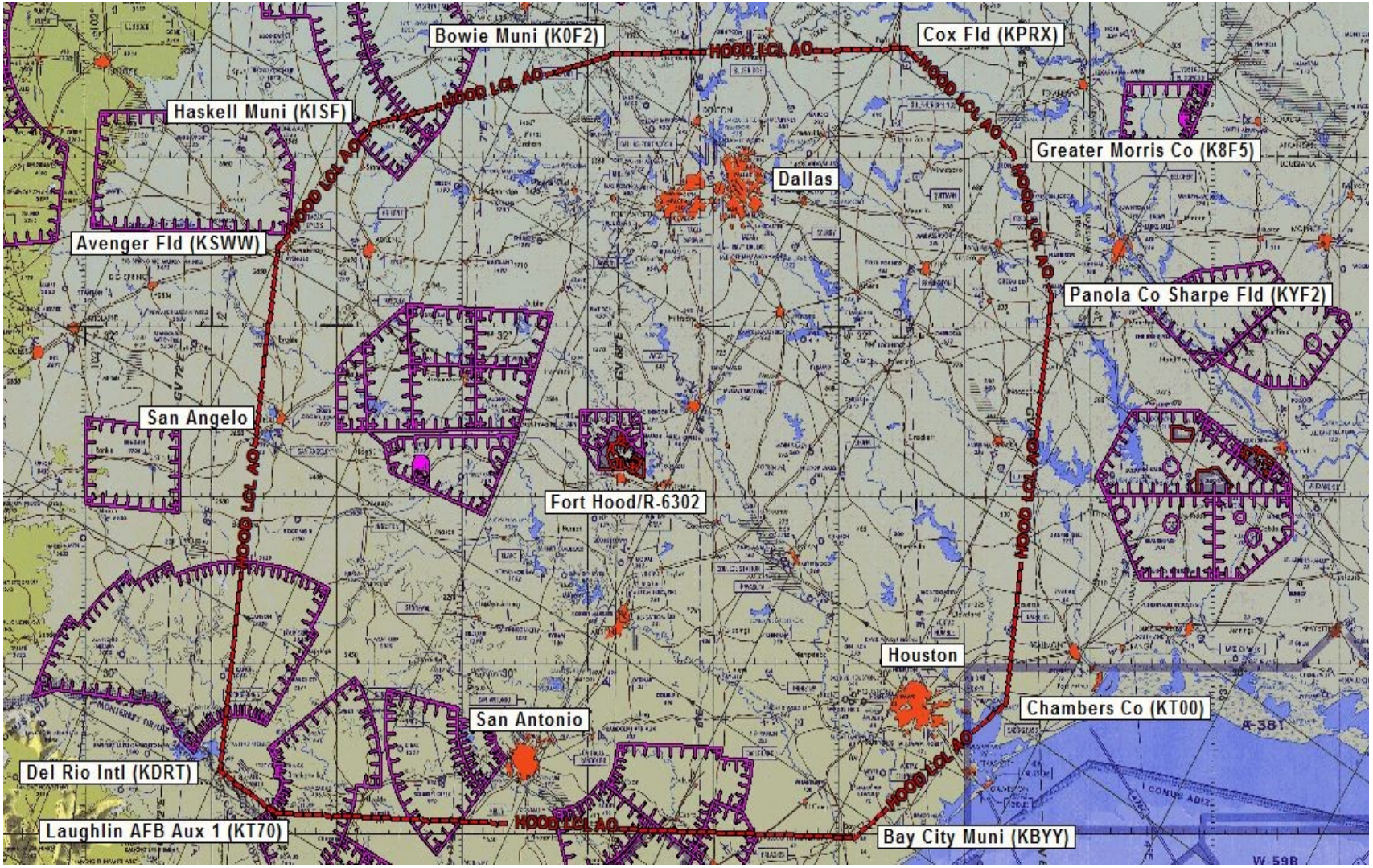
Publications and Forms

* FAA 7233-1
* DD 175 (MS Word) DD 175 (PDF) DD 175 (PDF w/Digital Signature capability)
* DD 1801
* FM 3-04.300 (Flight Operations Procedures) UPDATE TO AUGUST 2008 VERSION
* FAA PilotWeb
* AR 95 Series Collection
* AR 385 Collection
* FAA Air Traffic Pubs

Fort Hood Specific Forms, Publications and Information

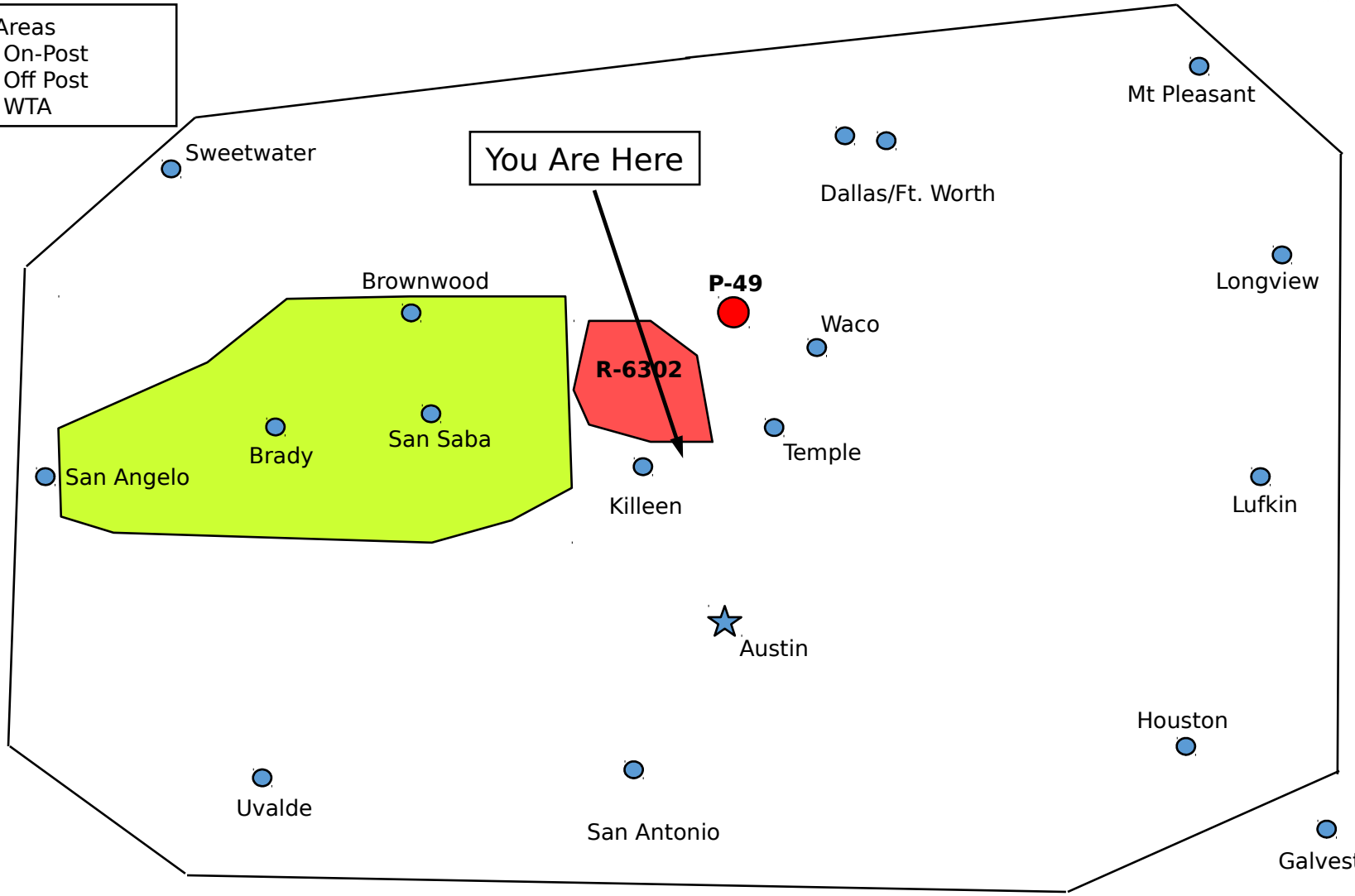
* No Fly List FY16
* Hood AAF Files on AKO
* Gray AAF-Files/SOP
* Fort Hood Training Map, Series V7825; Sheet FTHOODMIM
* Fort Hood Hazard Maps
* New-Approved FH 95-1 April 2013
* FH 95-23 - 7 June 2011
* FORSCOM PUBS
* FAA Digital Products

Ft Hood Local Flying Area



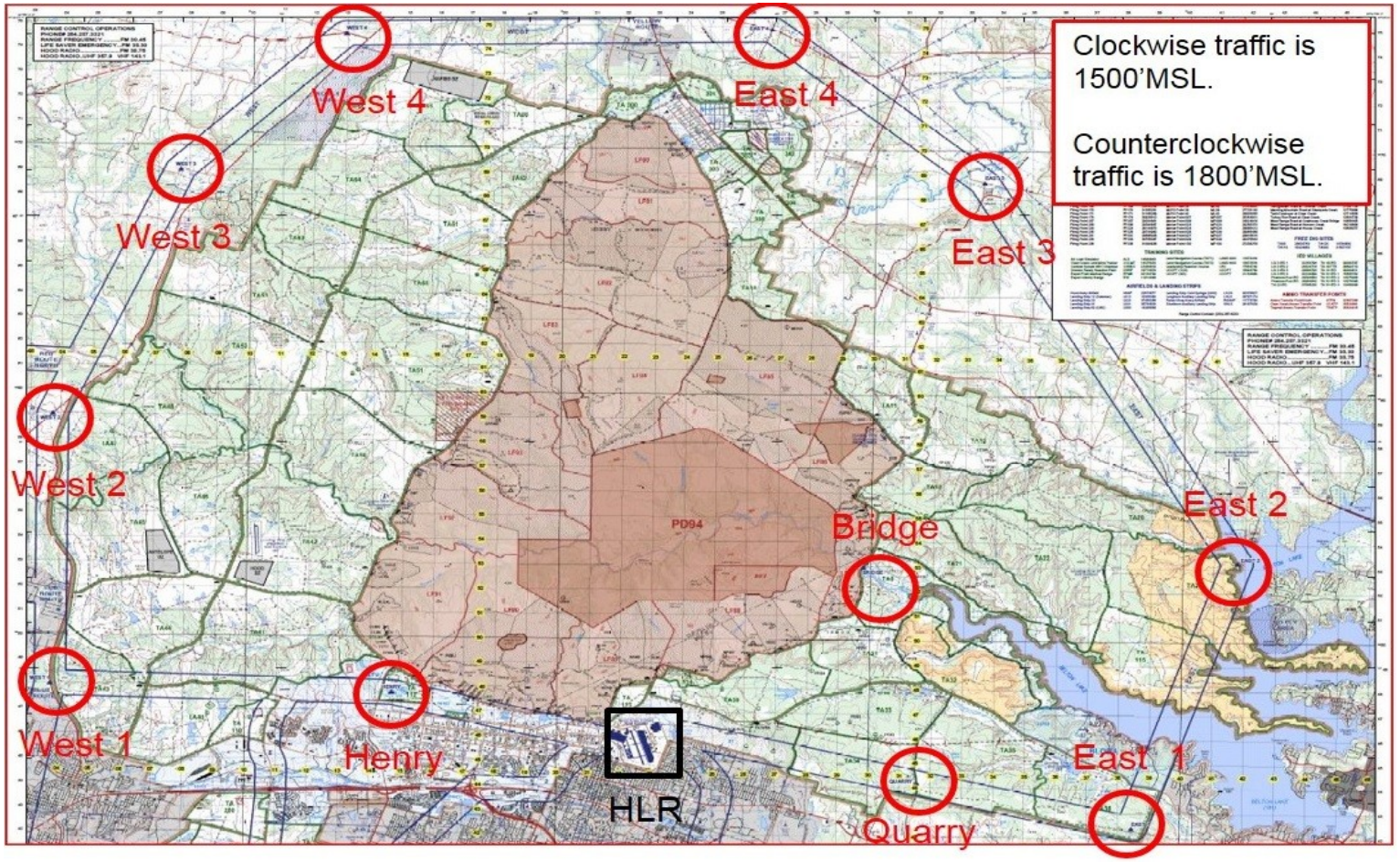
Ft Hood Local Flying Area

Three Areas
- On-Post
- Off Post
- WTA



As of 5/27/17 Why "**Local**" on a Flight Plan may be inadequate

CARS corridors are 1Km wide (500m either side of centerline) and aircraft are expected to fly right of centerline (rules of the road) to avoid oncoming traffic horizontally.



HENRY:	PV 14711 47722	QUARRY:	PV 31552 44203
WEST 1:	PV 03749 48000	EAST 1:	PV 38452 42400
WEST 2:	PV 03722 59000	EAST 2:	PV 41748 53246
WEST 3:	PV 07711 69000	EAST 3:	PV 33470 68700
WEST 4:	PV 12957 74600	EAST 4:	PV 26590 74883
		BRIDGE	PV 29750 52980

As of 5/27/17

Redline Operations

- The Redline may be used as a route for North / South travel.
- Dimensions are 500m from redline and from surface to 200’ AGL.
- Rules of the road apply.
  - Clockwise traffic will remain just adjacent to redline
  - Counterclockwise traffic must remain 500m from the redline
- Redline traffic not required to contact Longhorn or Shorthorn to transition North Ft. Hood
- West side traffic inbound to HAAF will depart redline and contact tower at Henry
- East side traffic inbound to HAAF will contact tower prior to checkpoint Bridge and request a low level entry or climb and enter at Quarry at 1500MSL.

Scheduled Airspace

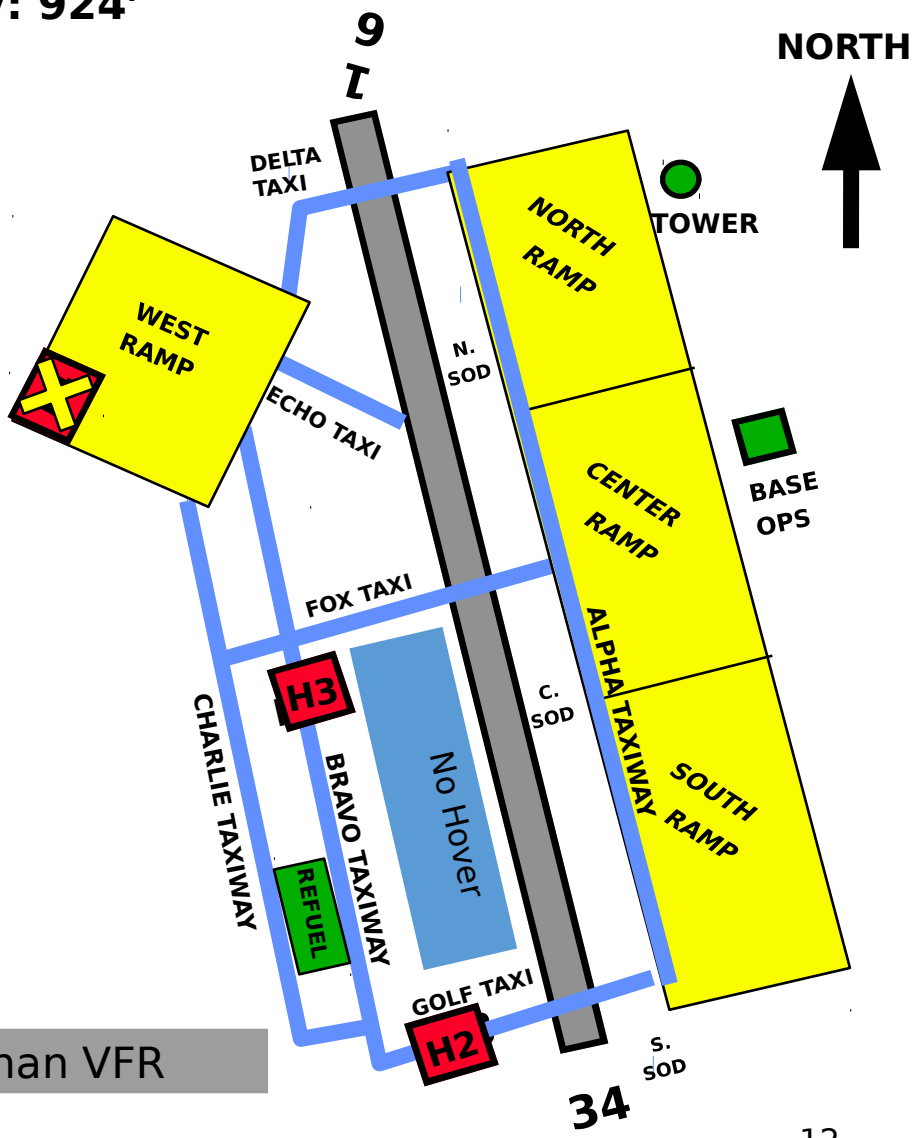
- Will be scheduled through DPTMS Range Division using RFMSS and/or the L-NOTAM request format in chapter 5 of FH 95-1 and can include airspace from surface to 5000’ MSL. It will be defined in the NOTAM request as a Restricted Operating Zone (ROZ).
- Scheduled airspace in training areas adjacent to the Redline will ***NOT*** automatically include the Red line route. The Redline route may be reserved where necessary for high density use such as during an aerial gunnery but will not otherwise be reserved.
- Using units will be required to “Activate” and “Deactivate” their scheduled airspace with Hood Radio when they occupy and leave the airspace.
- Using units will monitor the appropriate east or west side air to air frequency during occupation of their scheduled airspace.
- Scheduled airspace ***DOES NOT*** include the CARS structure.

Local Airspace (HLR)

Hood AAF (HLR)

ELEV: 924’

- Hours: 0800-2400L
- TWR: 119.65/269.45 CTAF: 119.65*
- GND: 133.85/225.40
- RAMP: 41.50
- Traffic Pattern: 1500’
- Two A/C maximum in closed traffic under NVD. Otherwise at the discretion of ATC.
- Landing light ON for ALL night operations
- A/C may depart HAAF (Day/Night) via checkpoint
- Use of corridors East and West are mandatory for entry to HAAF unless on instrument



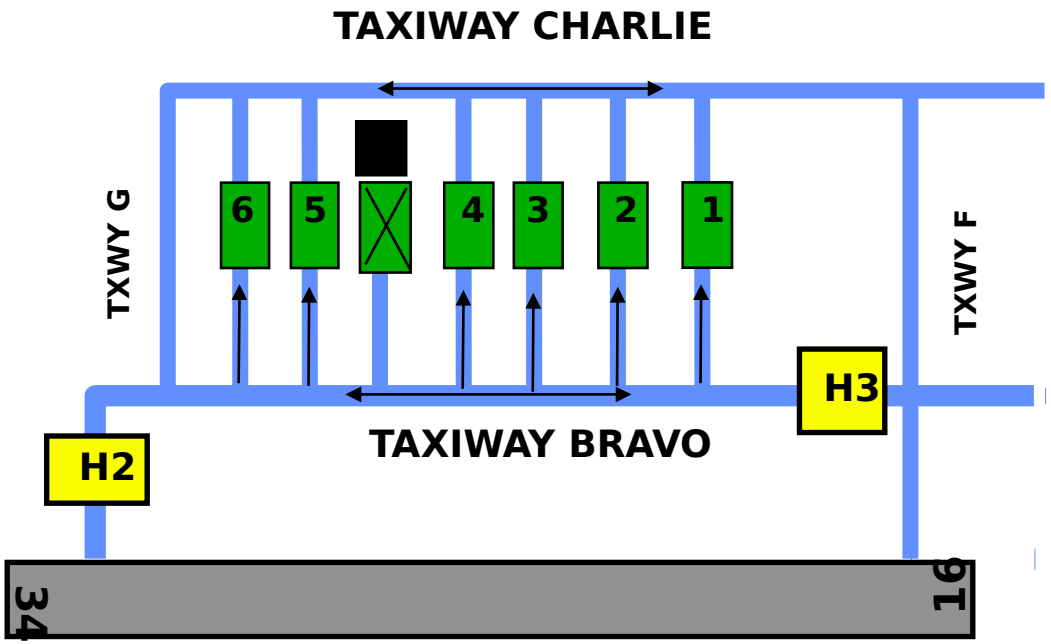
*SVFR Clearance required if Wx less than VFR

Hood AAF (HLR)

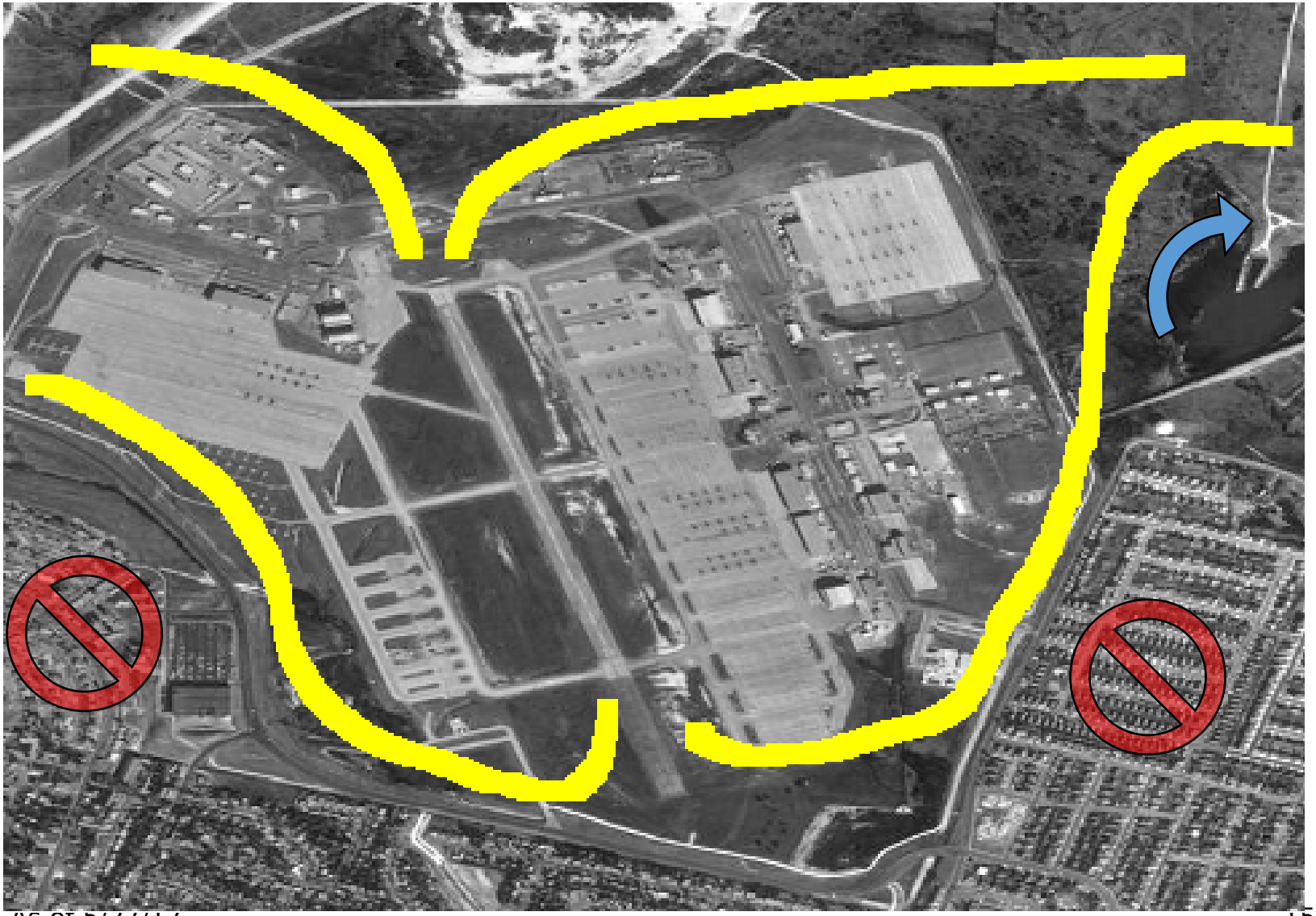
HAAF Refueling

Fuel Card Required

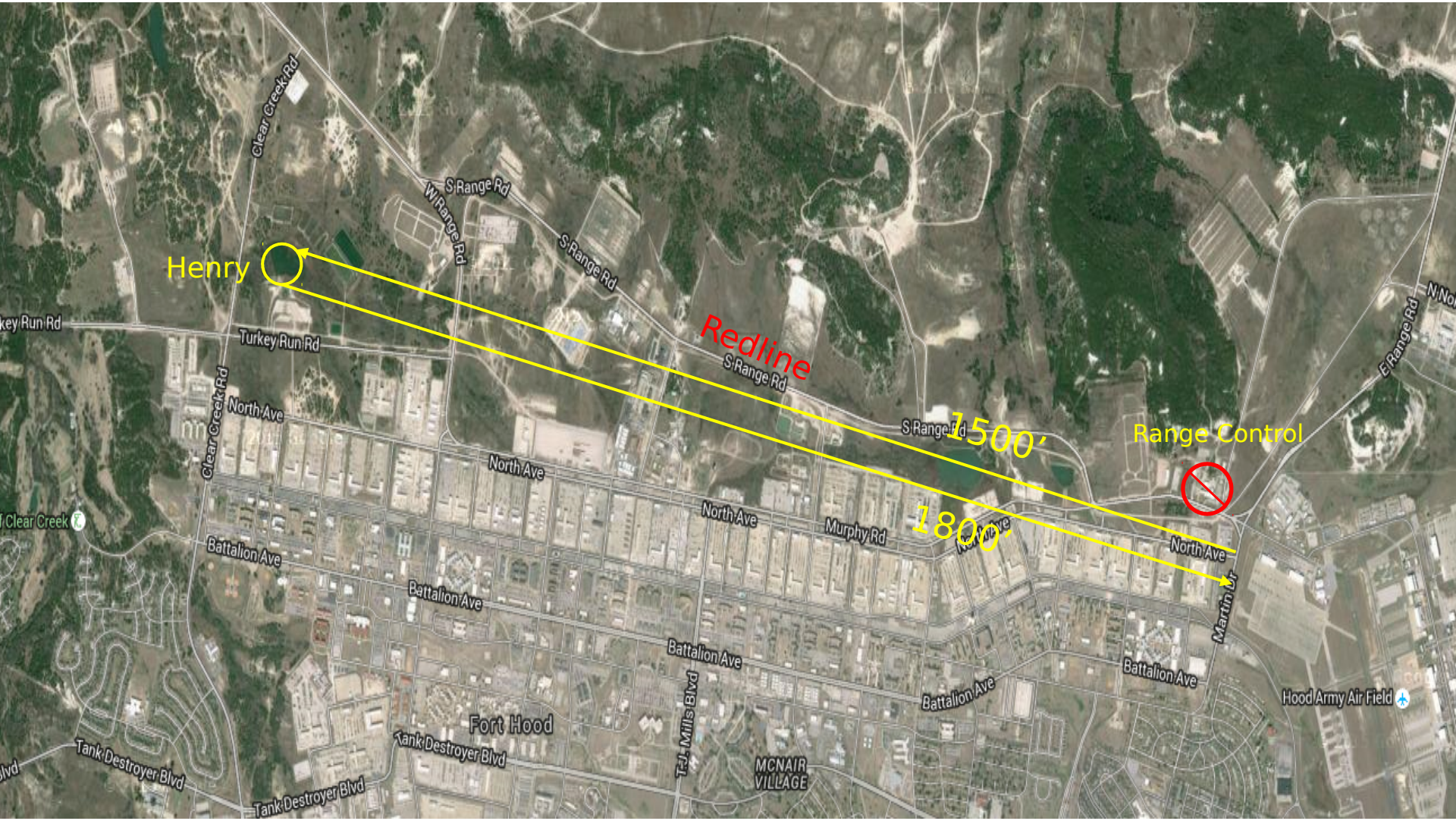
HOOD AAF RAPID REFUEL



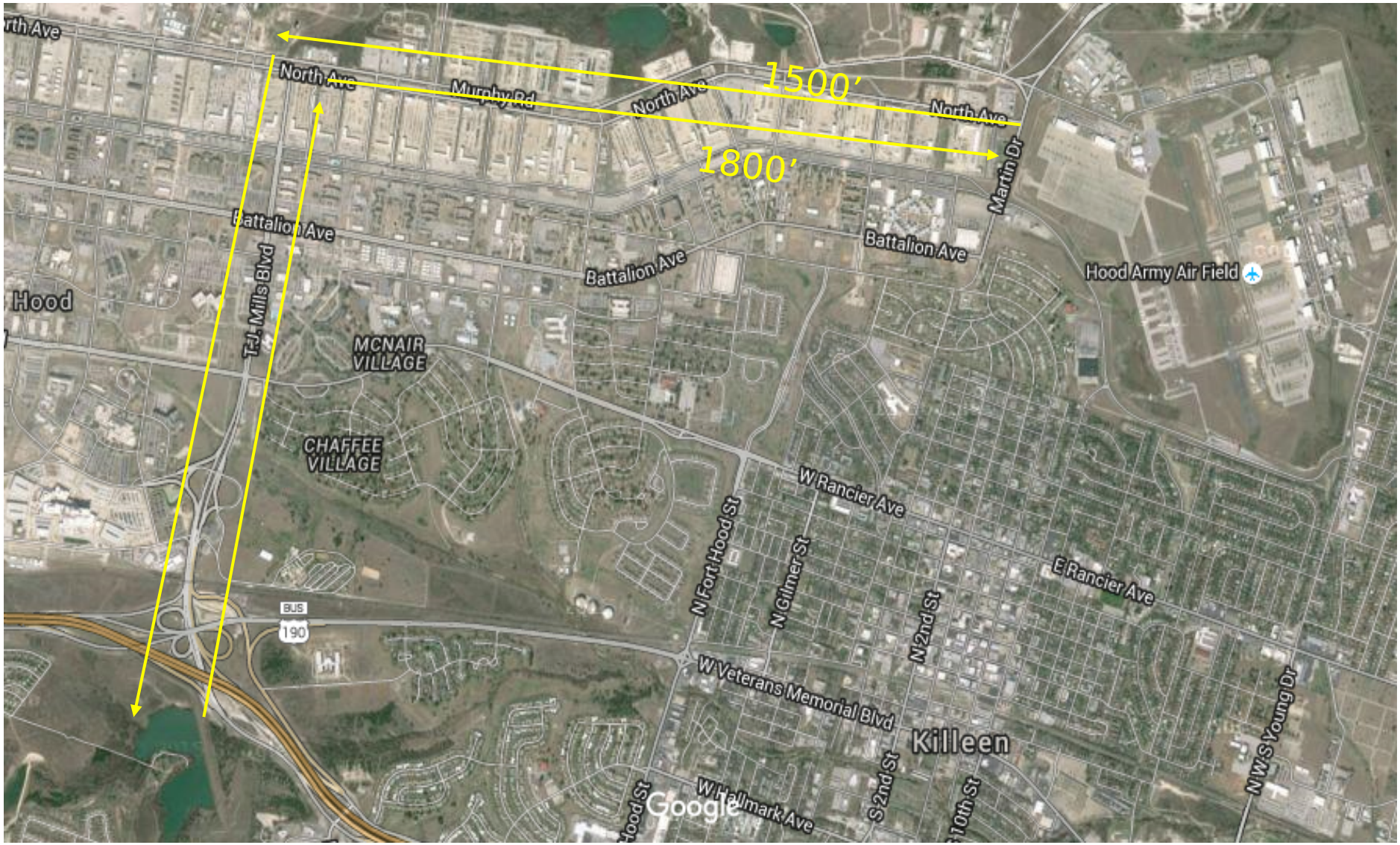
Traffic Pattern (Irregular)



Corridor 1 (West)

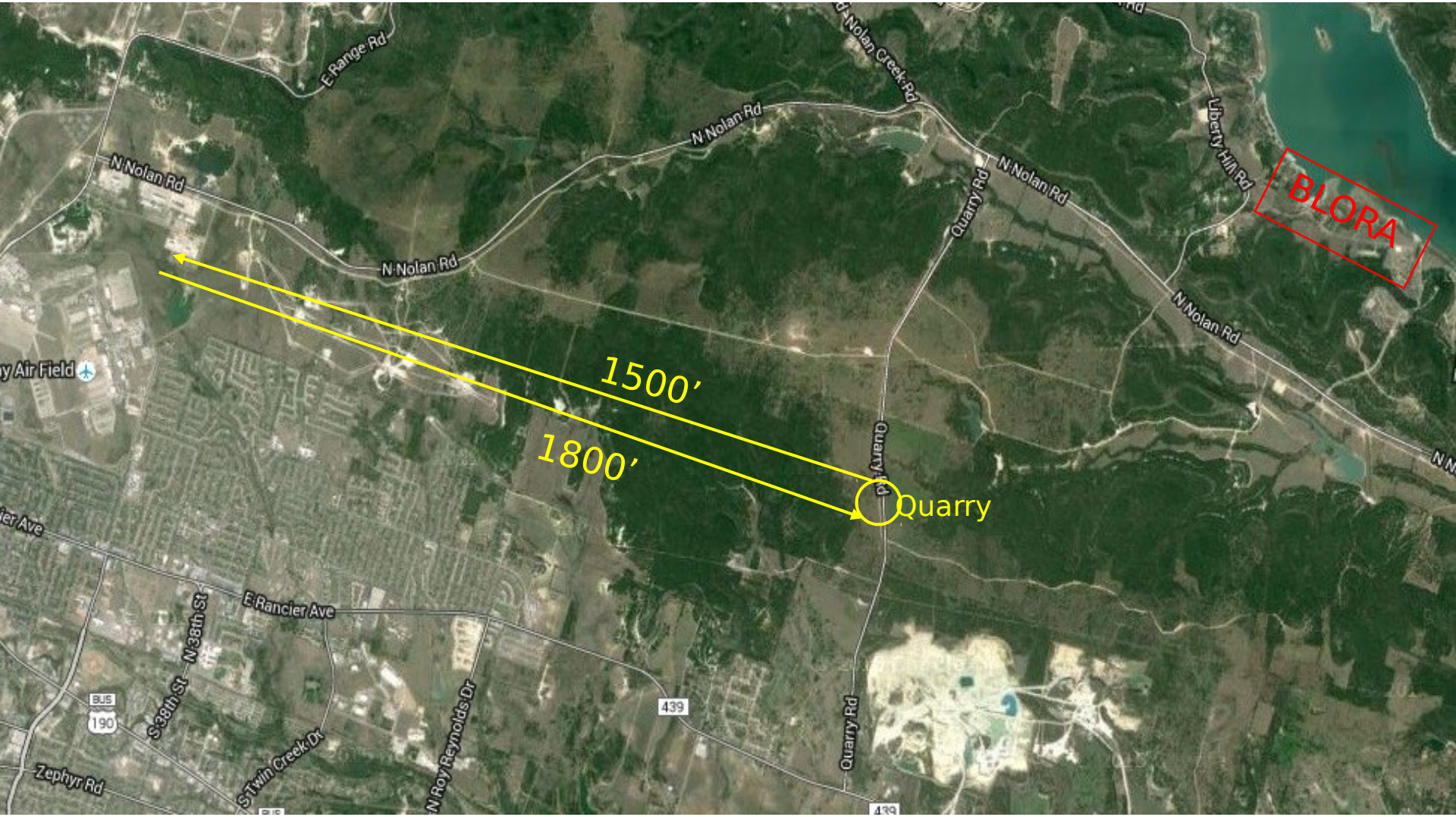


Corridor 2 (GRK)



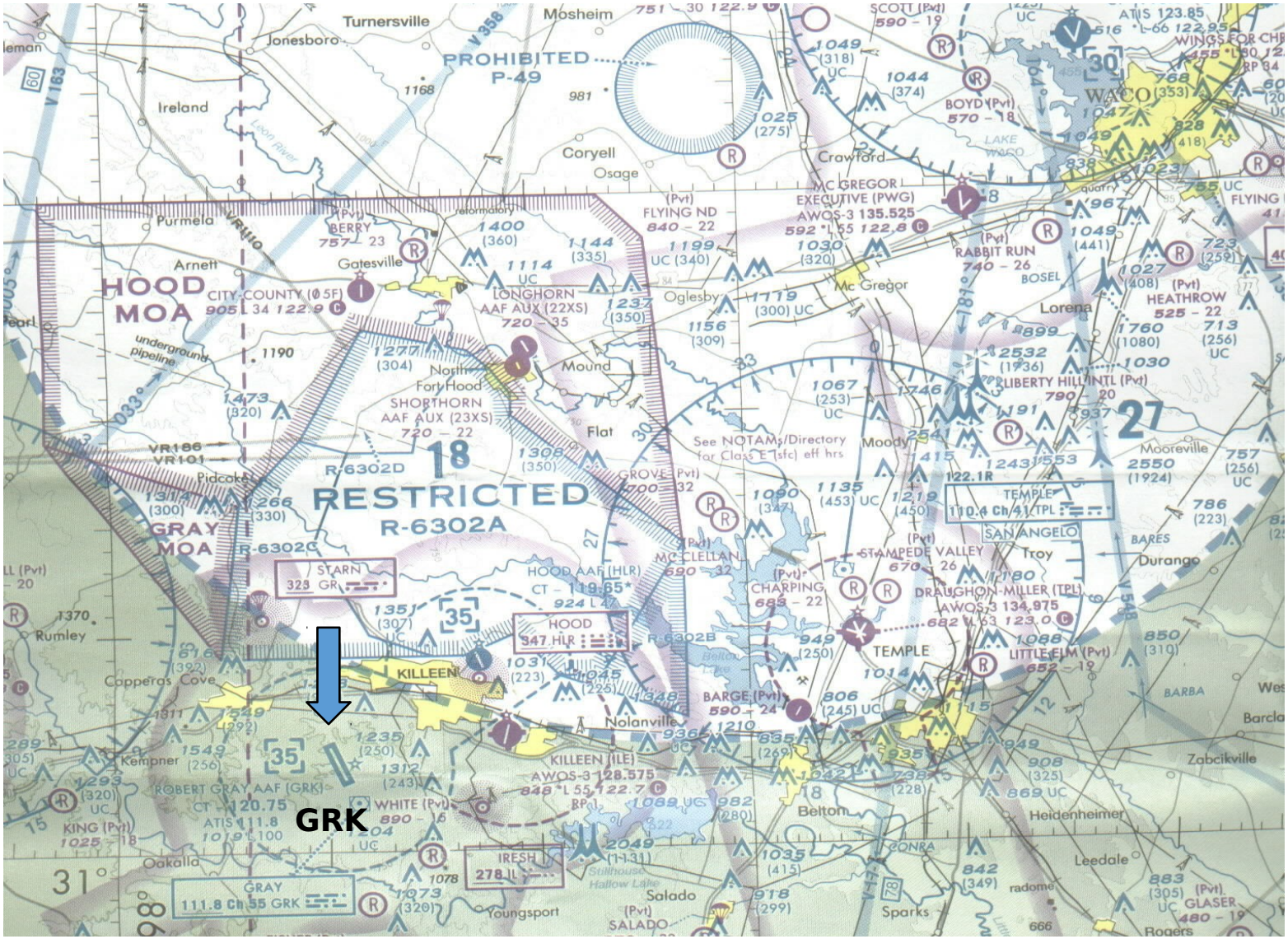
Corridor 2 (GRK)

Corridor 4 (EAST)



Bridge Transition

Local Airspace (GRK)



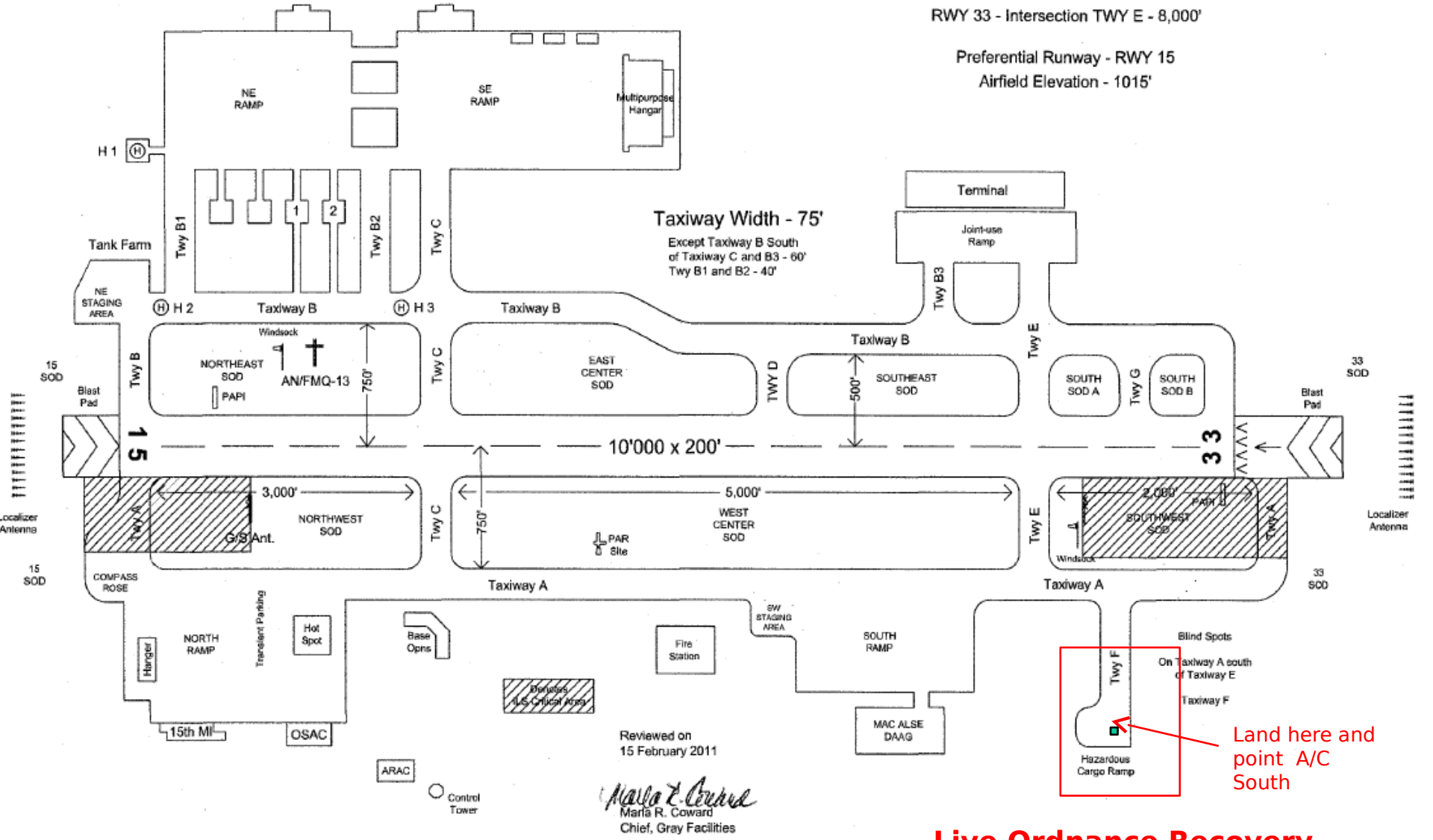
RWY 15 - Magnetic Heading 152°
RWY 33 - Magnetic Heading 332°
Survey Date: 6 March 2006

Robert Gray Airfield Diagram

INTERSECTION DEPARTURES

RWY 15 - Intersection TWY C - 7,000'
RWY 15 - Intersection TWY D - 4,600'
RWY 33 - Intersection TWY D - 5,400'
RWY 33 - Intersection TWY E - 8,000'

Preferential Runway - RWY 15
Airfield Elevation - 1015'



Reviewed on
15 February 2011

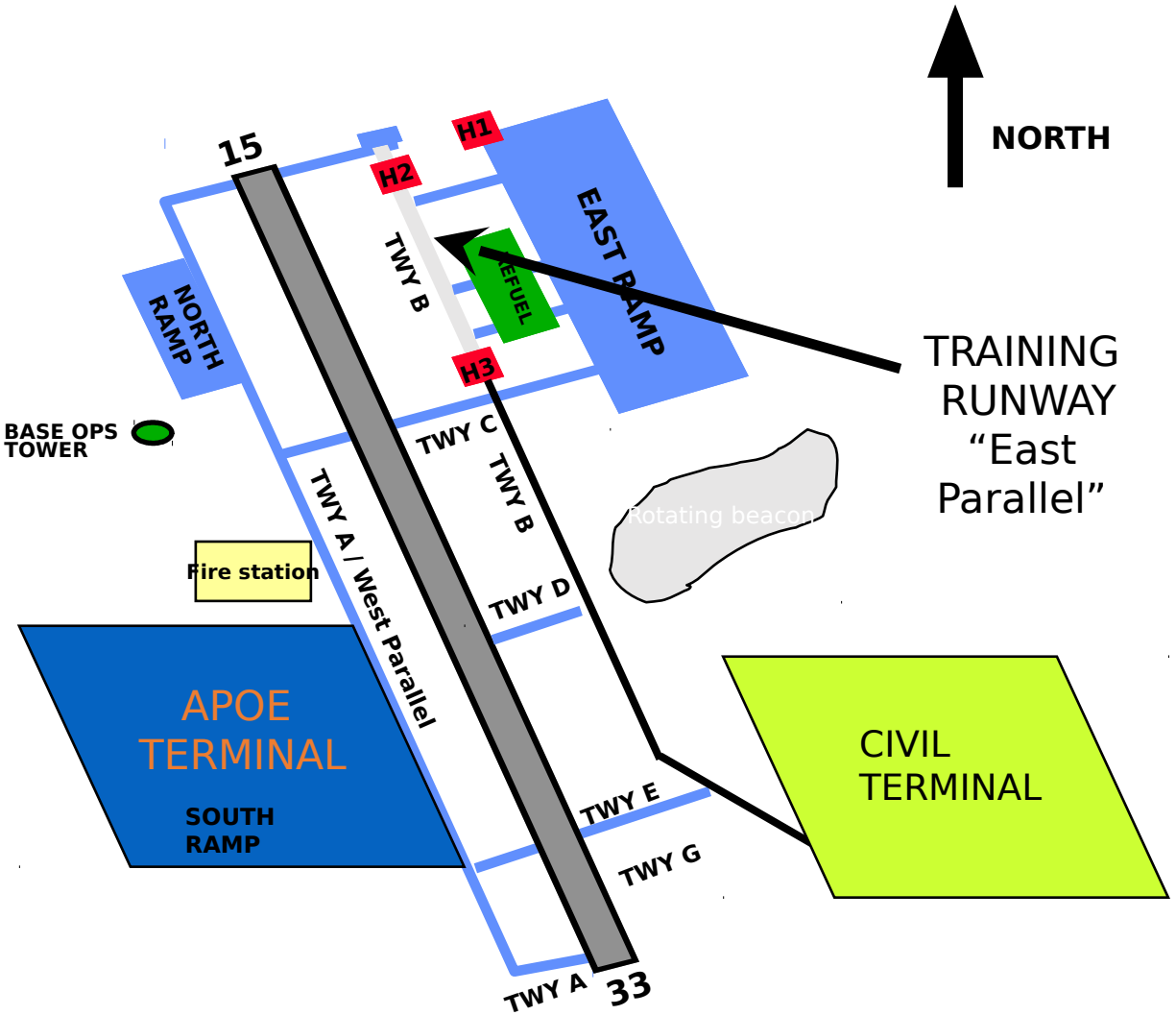
Marla R. Coward
Chief, Gray Facilities

Live Ordnance Recovery Area

Robert Gray AAF

ELEV: 1015’

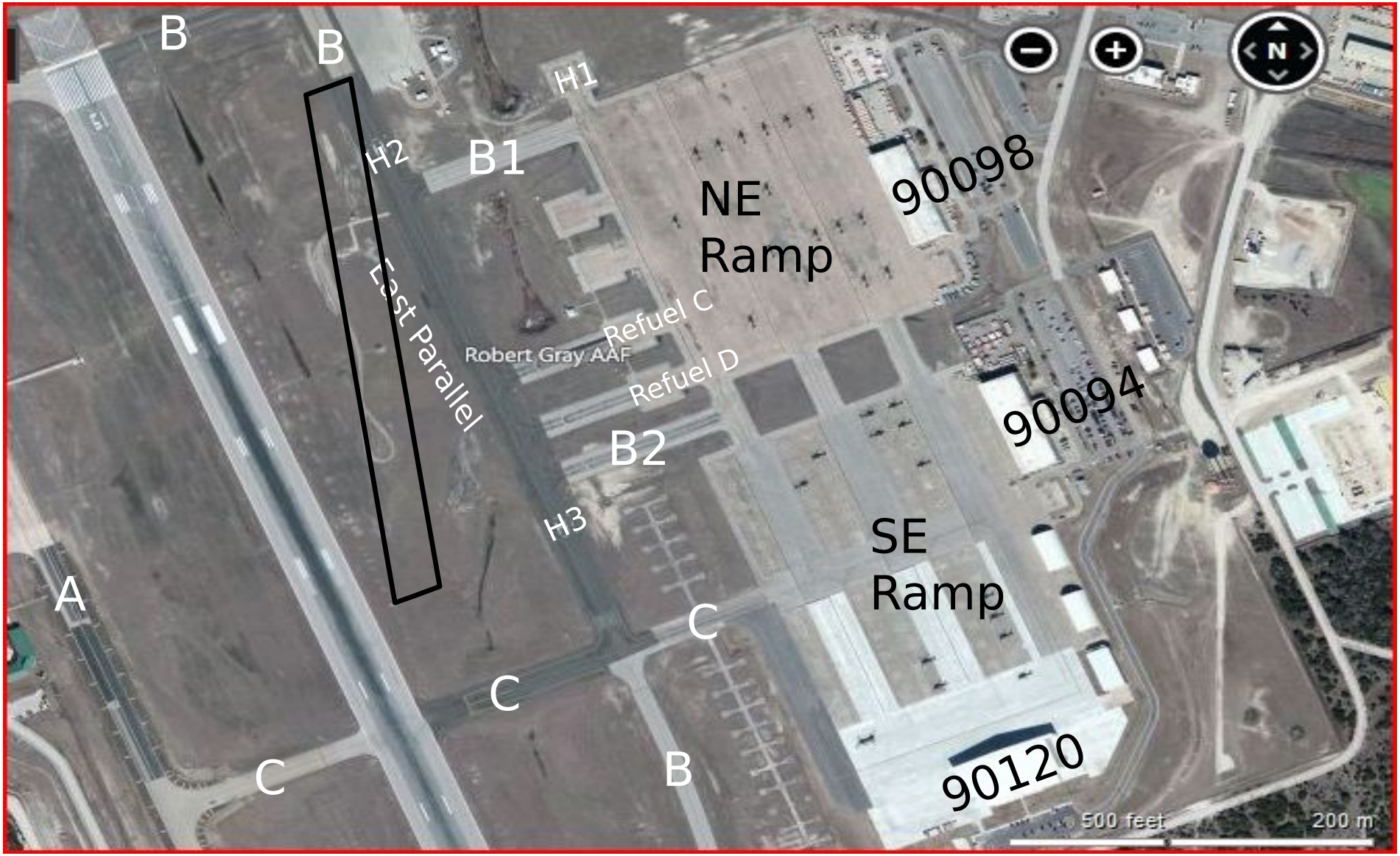
- Hours: 24/7
- TWR: 120.75/285.5
- GND: 126.2/299.8
- Traffic Pattern: 1500’ msl
- Landing Lt ON when entering pattern at night.
- NO FUEL



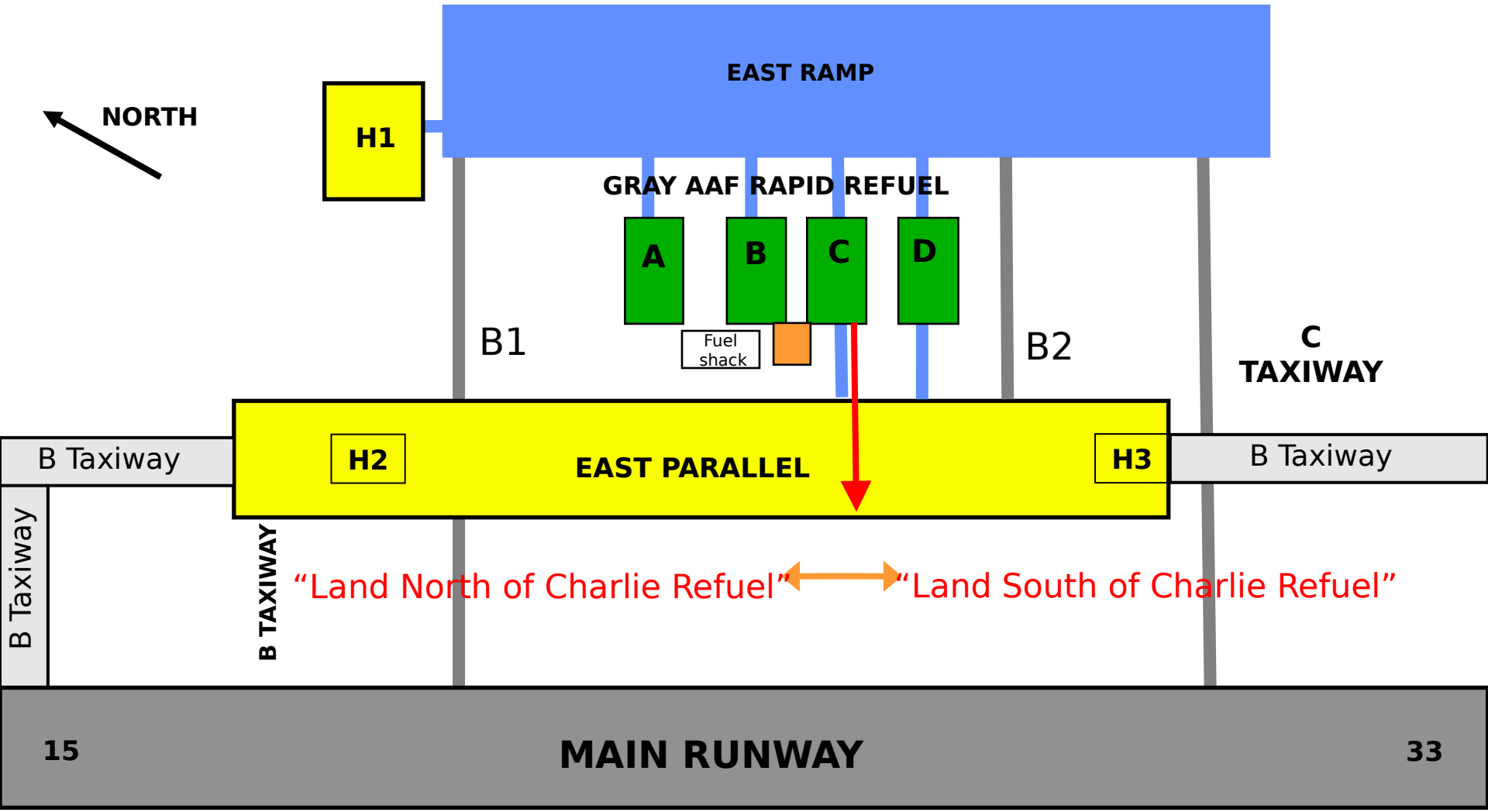
RGAAF

ECHO
S RAMP
BRAV O
DELTA
Fire Station
Instrumentation
ALPHA West Parallel
CHARLIE
CHARLIE
Control Tower
N RAMP
BRAVO East Parallel
Instrumentation

RGAAF

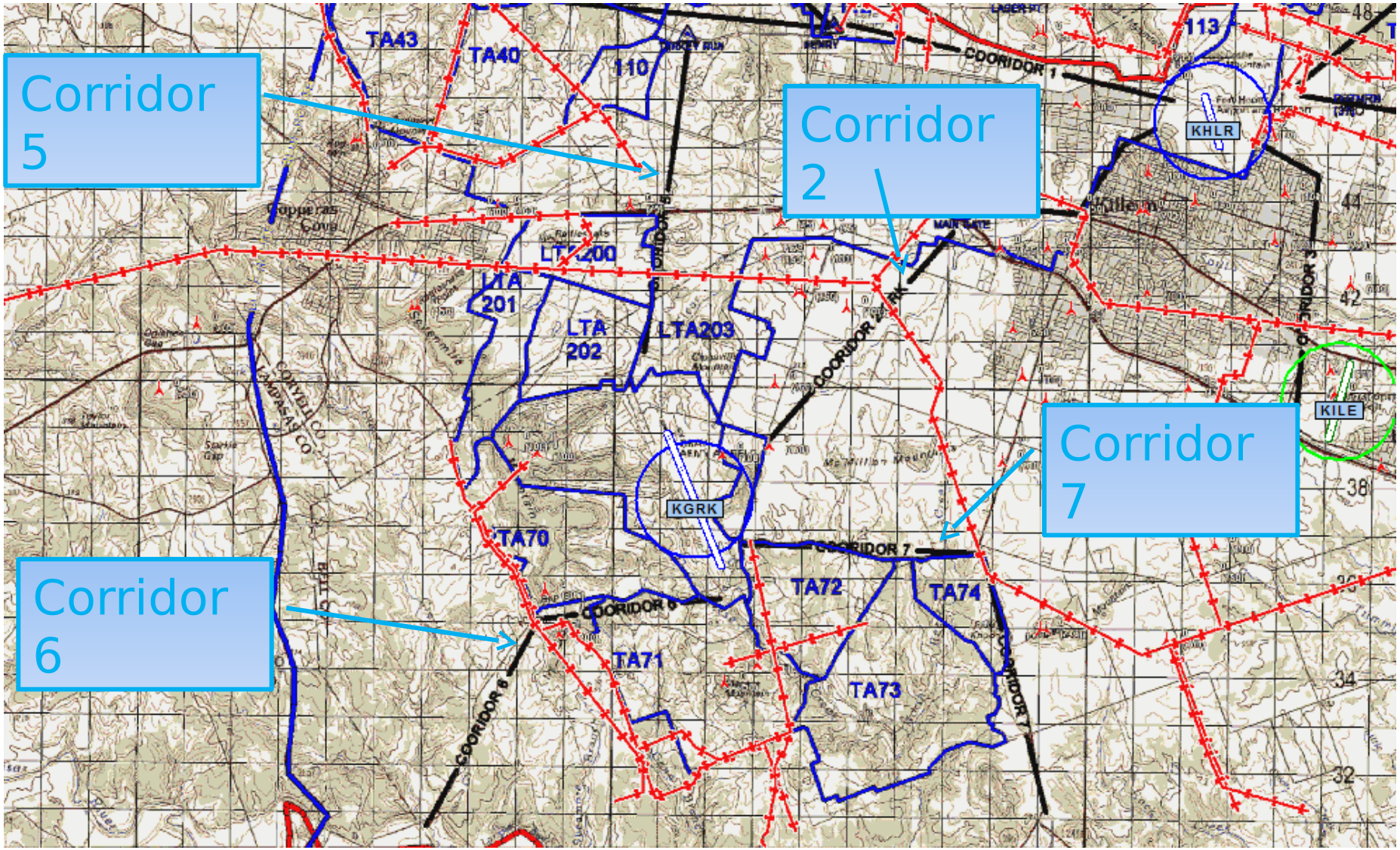

B
B
H1
H2
B1
NE
Ramp
90098
East Parallel
Refuel C
Robert Gray AAF
Refuel D
90094
B2
H3
SE
Ramp
A
C
C
B
90120
500 feet
200 m

Gray East Parallel

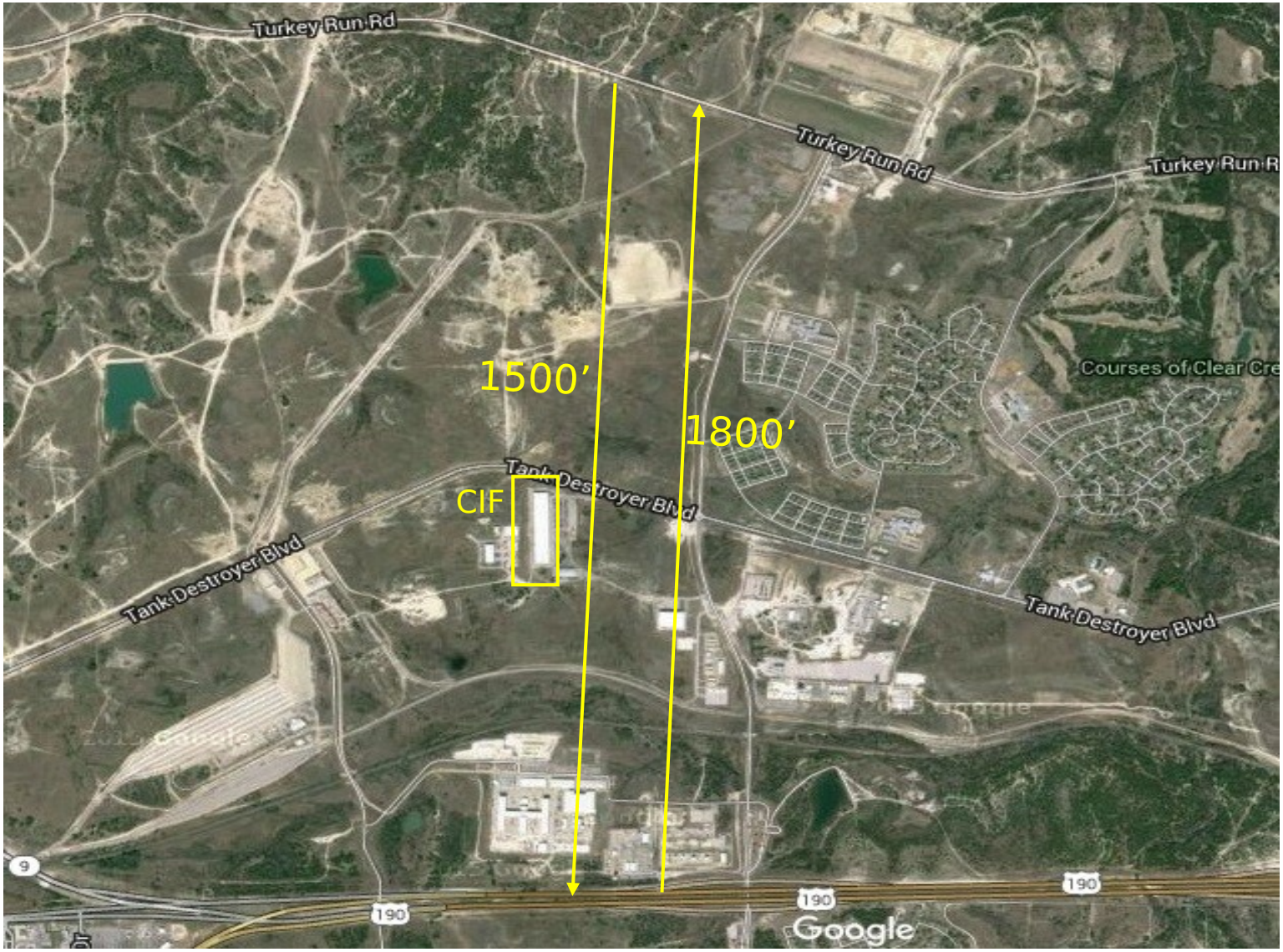


GRK CORRIDOR REVIEW

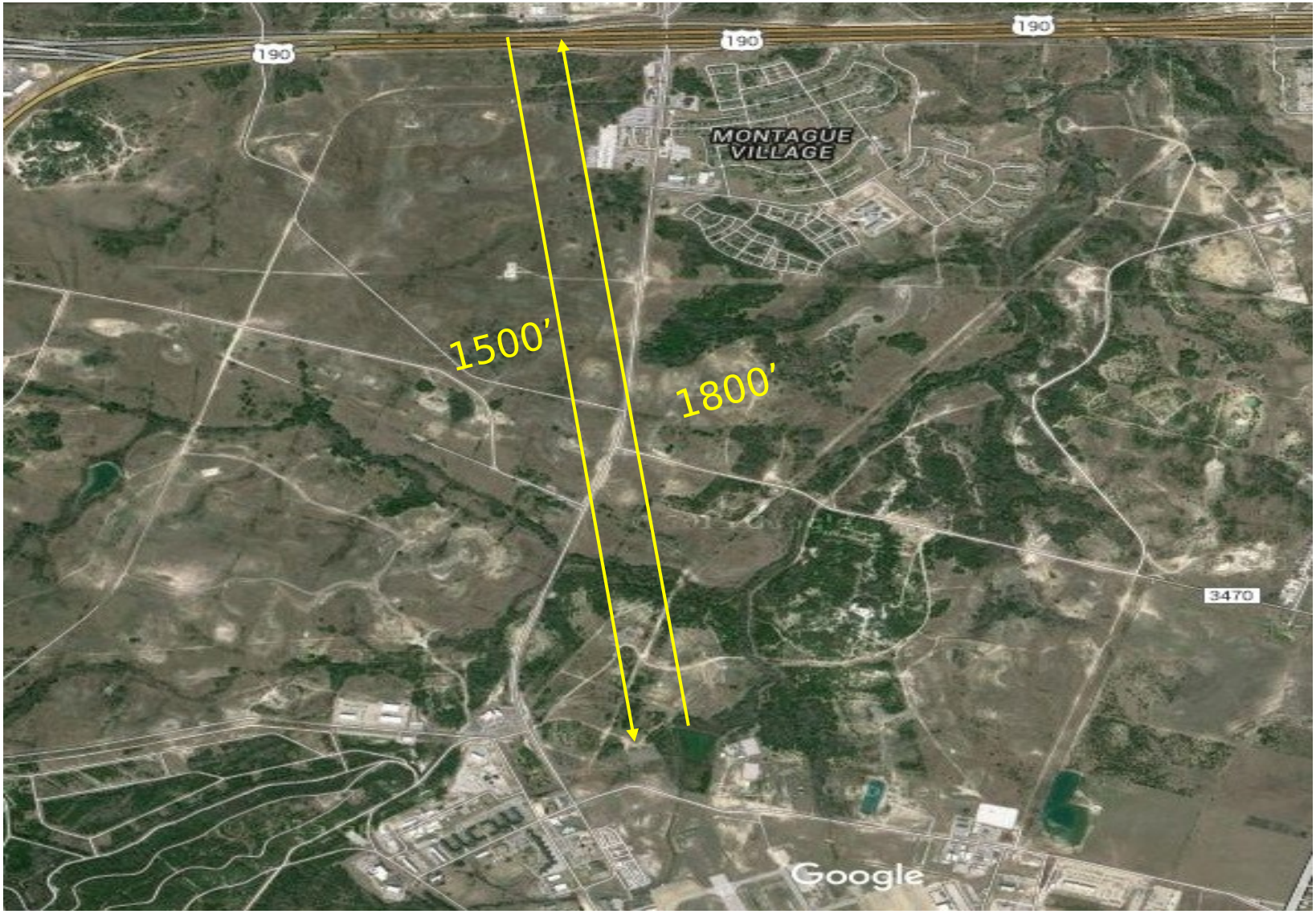
Only mandatory when RGAAF is SVFR



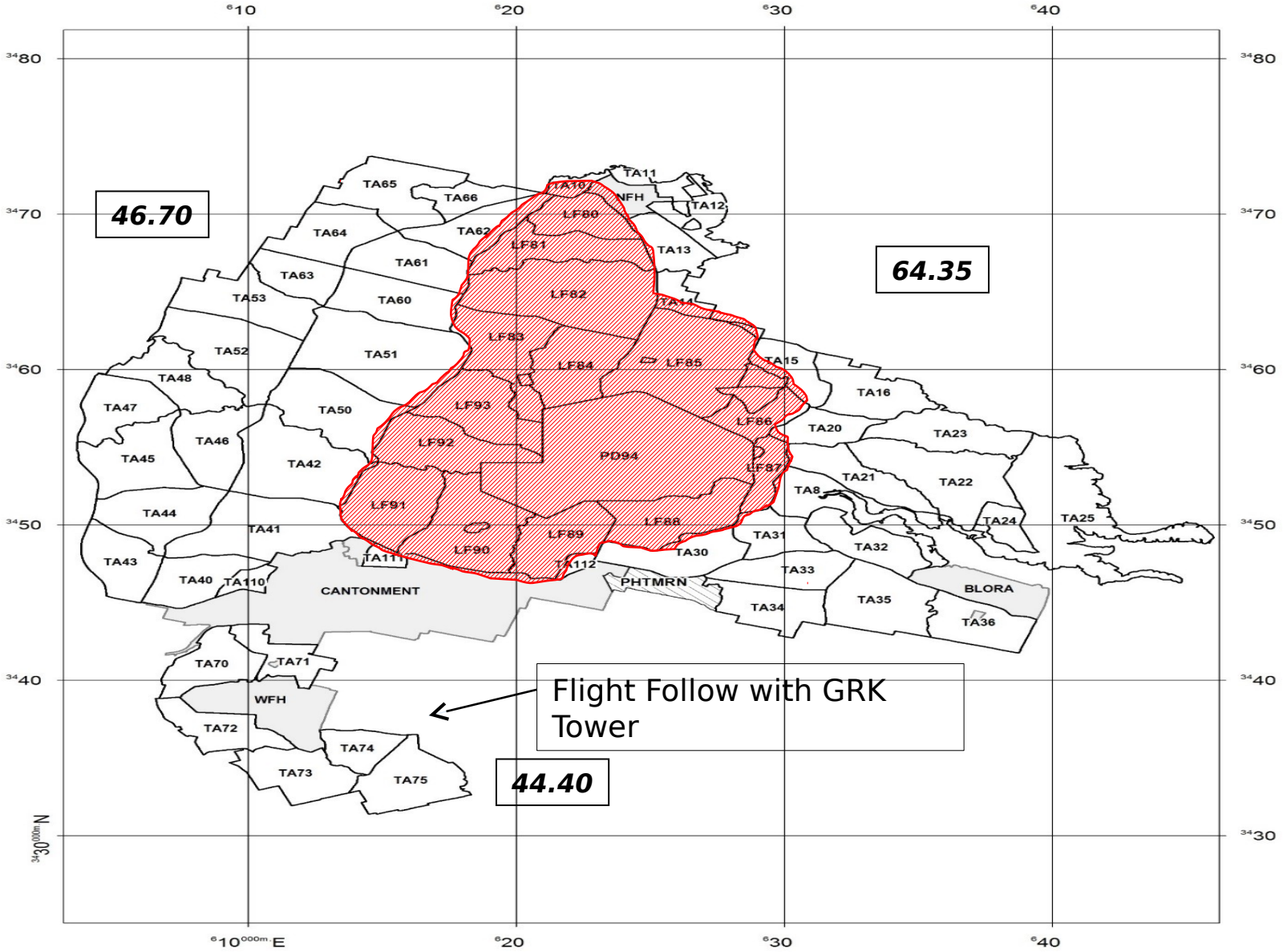
Corridor 5 (TA to GRK)



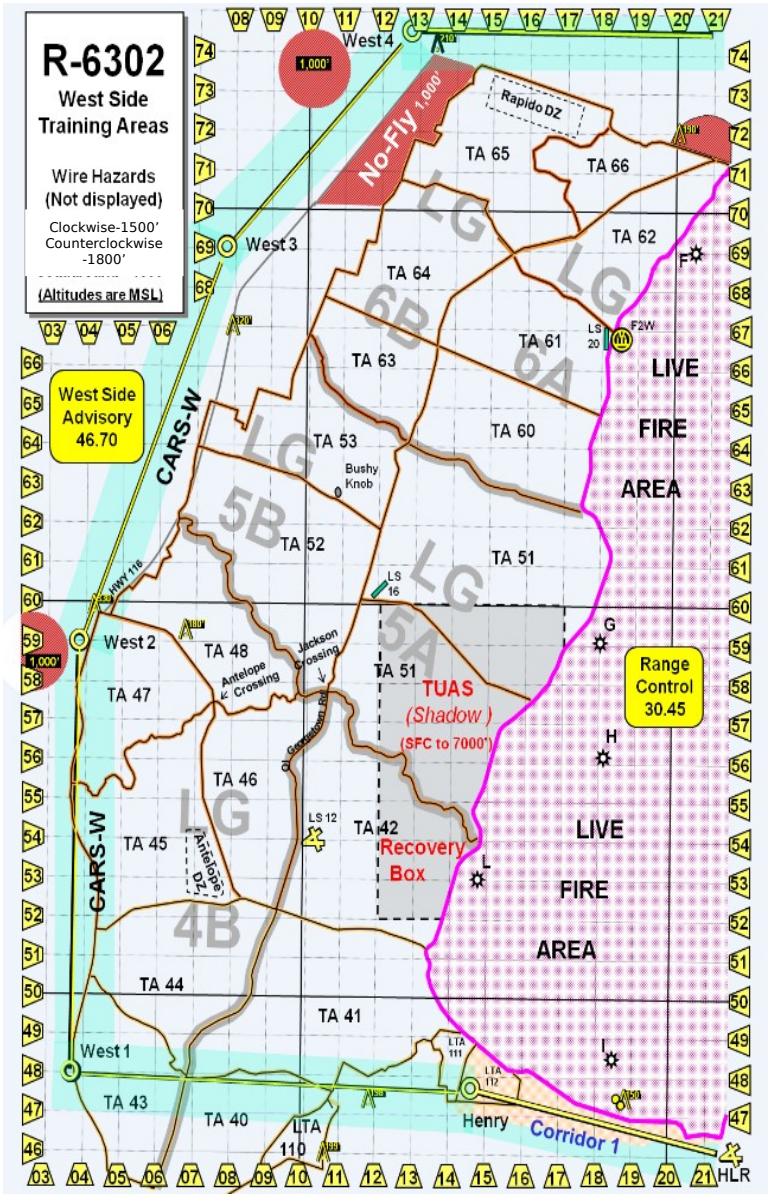
Corridor 5 (TA to GRK)

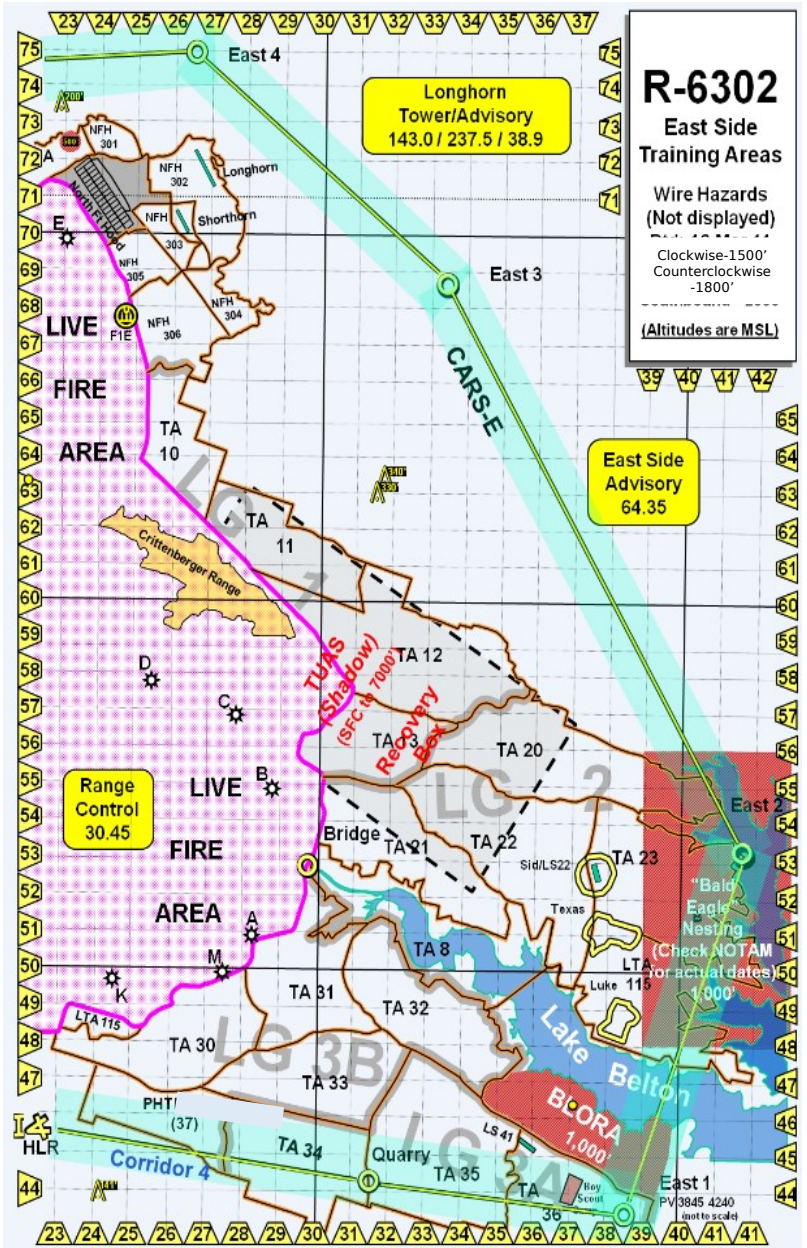


Reservation Training Areas

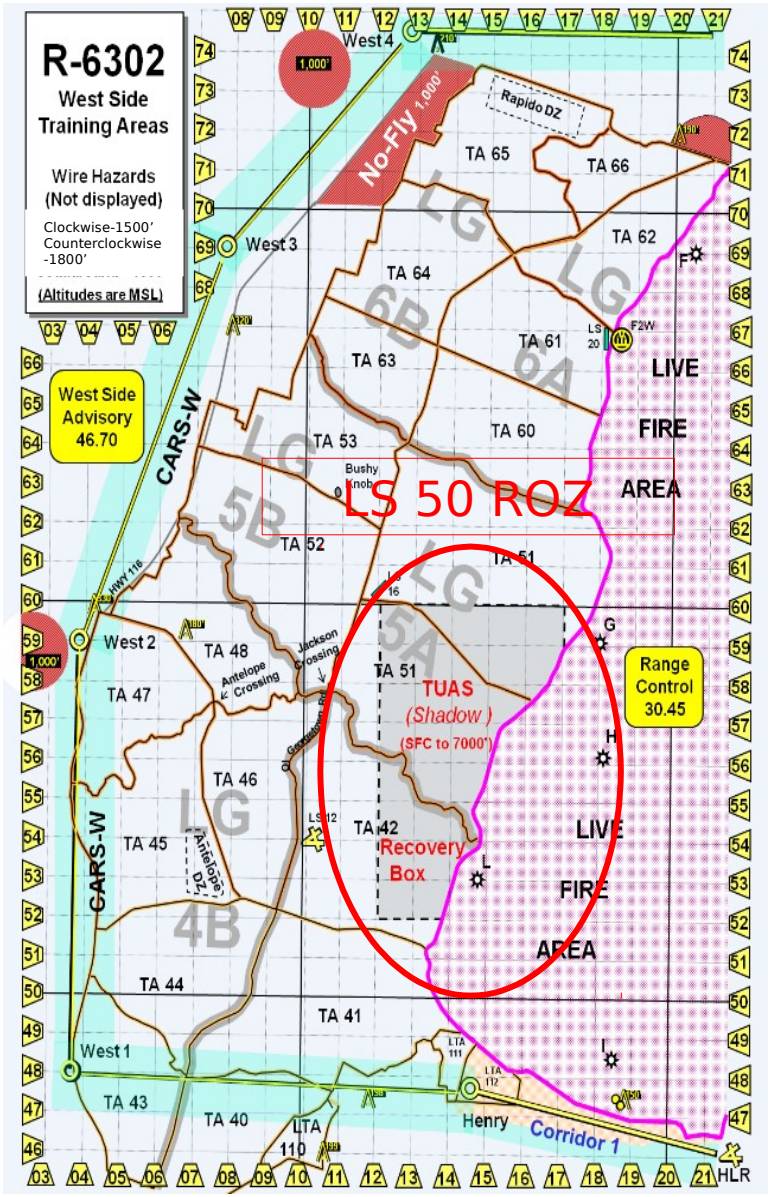


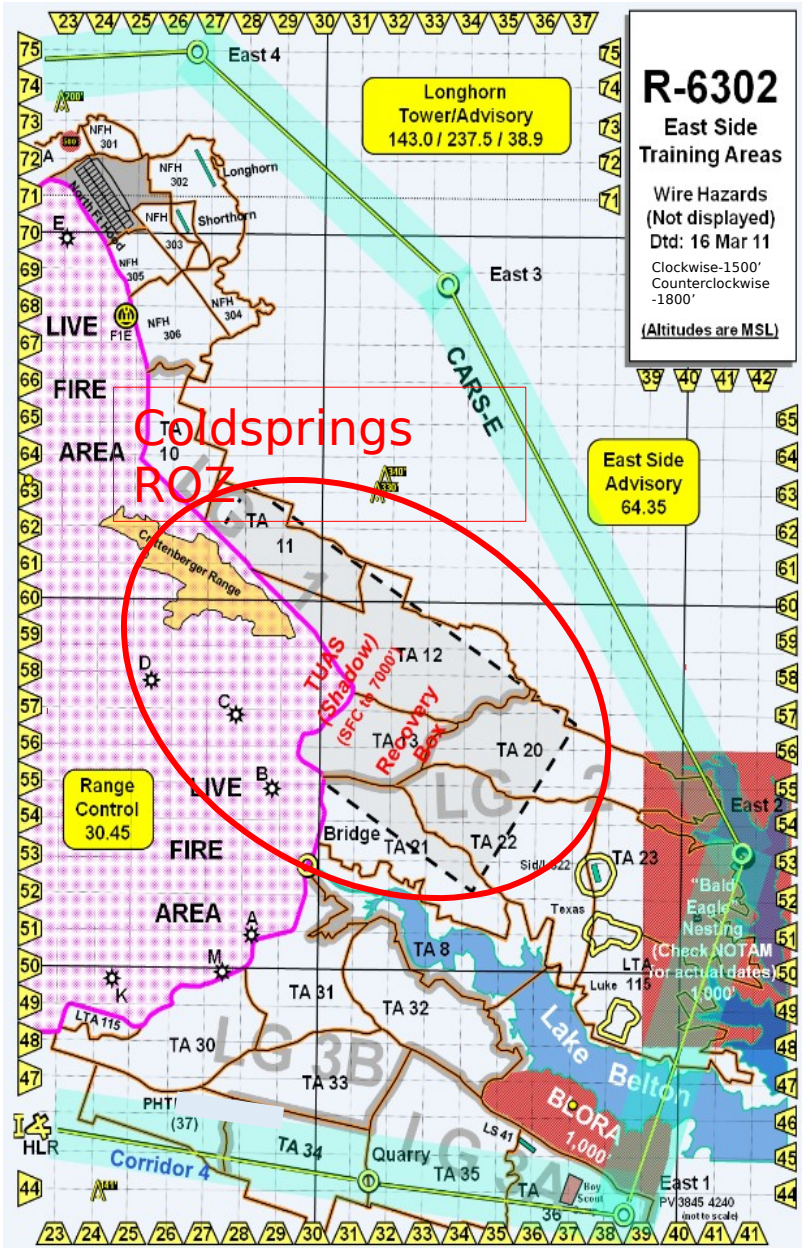
Training Areas





Land Groups and Training Areas





Unmanned Aerial Systems (UAS)

What aviators need to know

- UAS operations will continue to increase requiring aviators to have greater situational awareness while operating in the Fort Hood airspace.

- **Integration** of manned and unmanned assets will be accomplished through vertical, horizontal and timed separation.

What to expect

- UAS operations are activated by NOTAM

- UAS launch/recoveries *(outside the redline)* are ***announced on land group frequency***

- Non participating aircraft will remain clear of the ROZ unless coordination is made with the UAS unit on land group frequency prior to entry.

Where

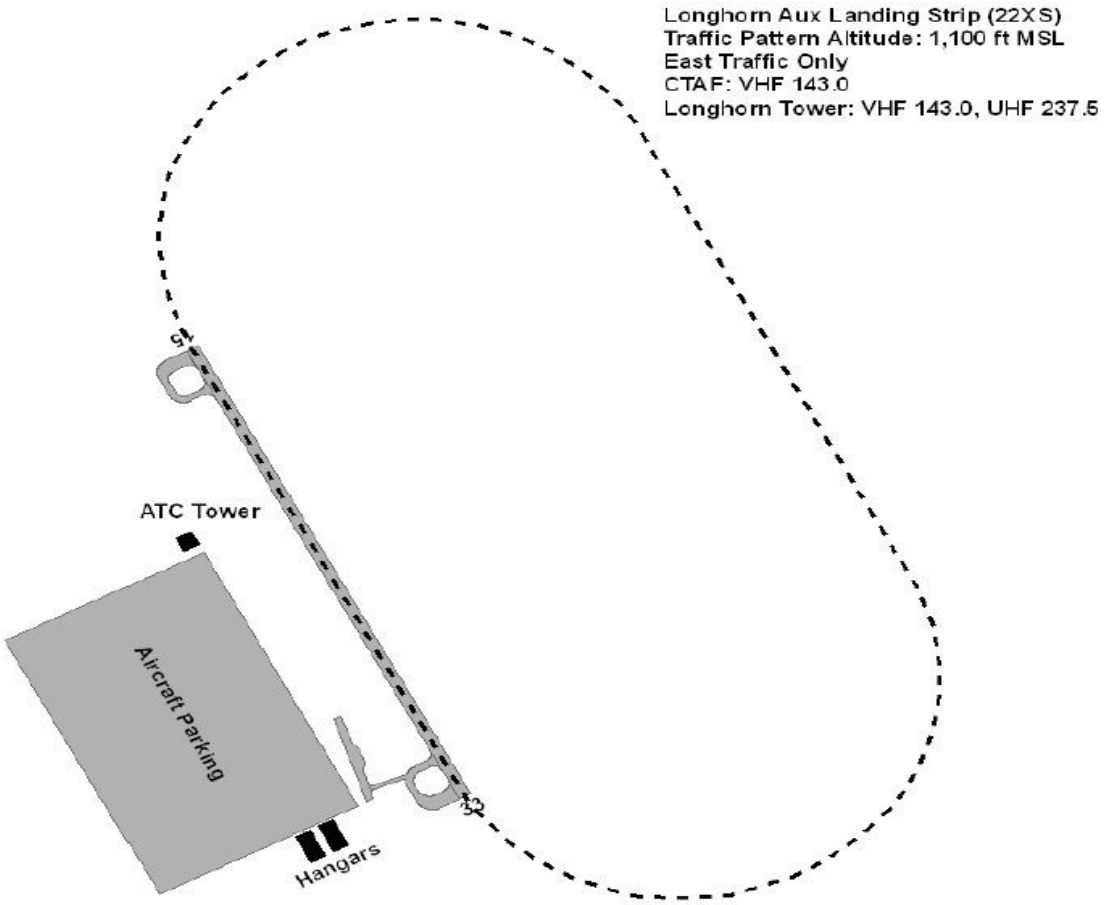
- Inside the ROZ's SFC to 7000 MSL (Strip 50, Cold Springs)

- Outside the ROZ's - 5000' MSL min. to 9000' MSL max in all restricted airspace of R-6302.

(Exception is the 'Gray Eagle/Hunter UAS' corridor from RGAAF to R-6302 at 3000/5000' MSL)

Longhorn Airstrip

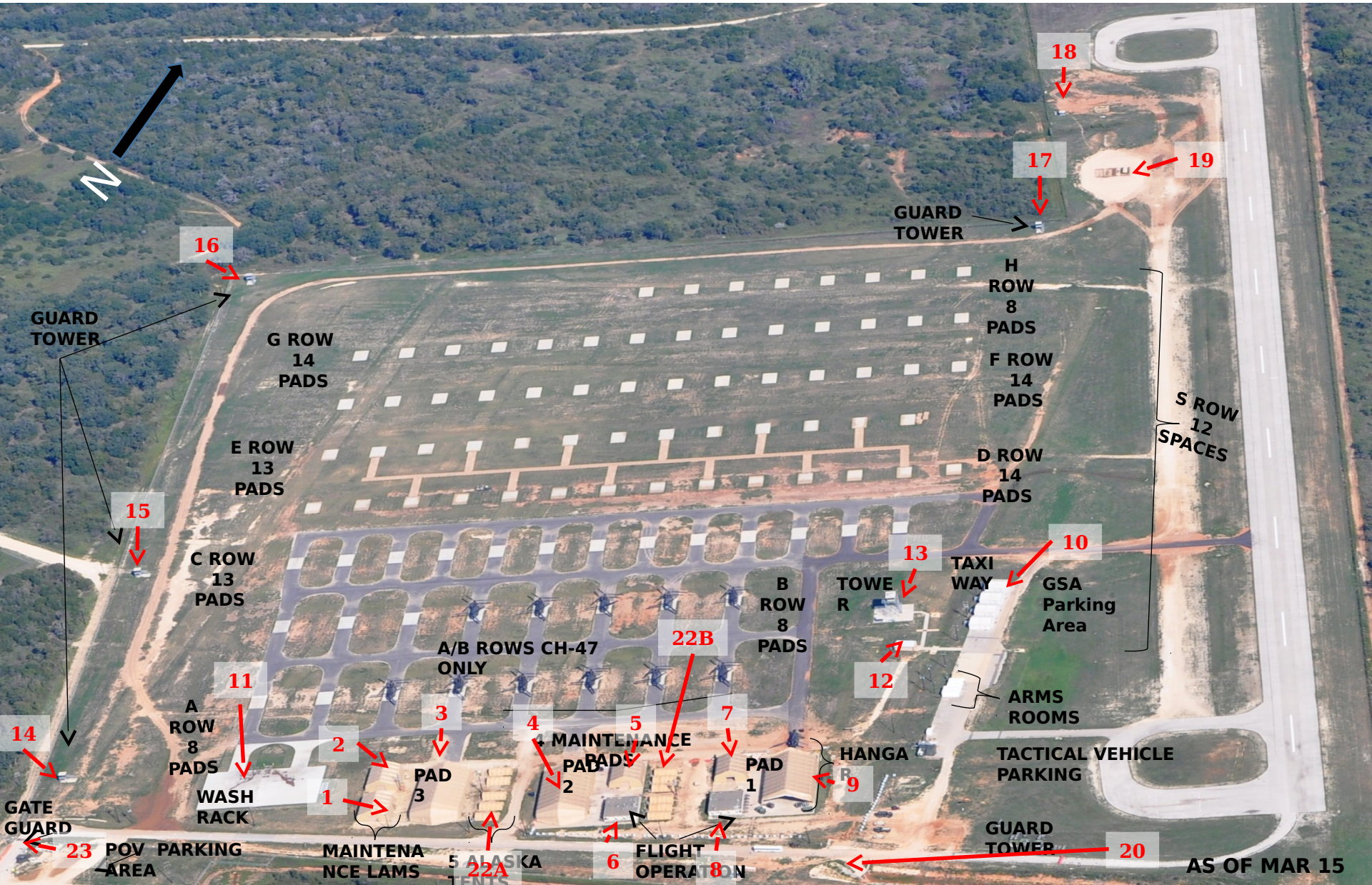
Traffic Pattern Alt. 1100’MSL, East Traffic only



Traffic Pattern, 1100’ MSL, East traffic only
Frequency: CTAF/UNICOM VHF 143.0 (143.0 or 237.5 when tower is manned)

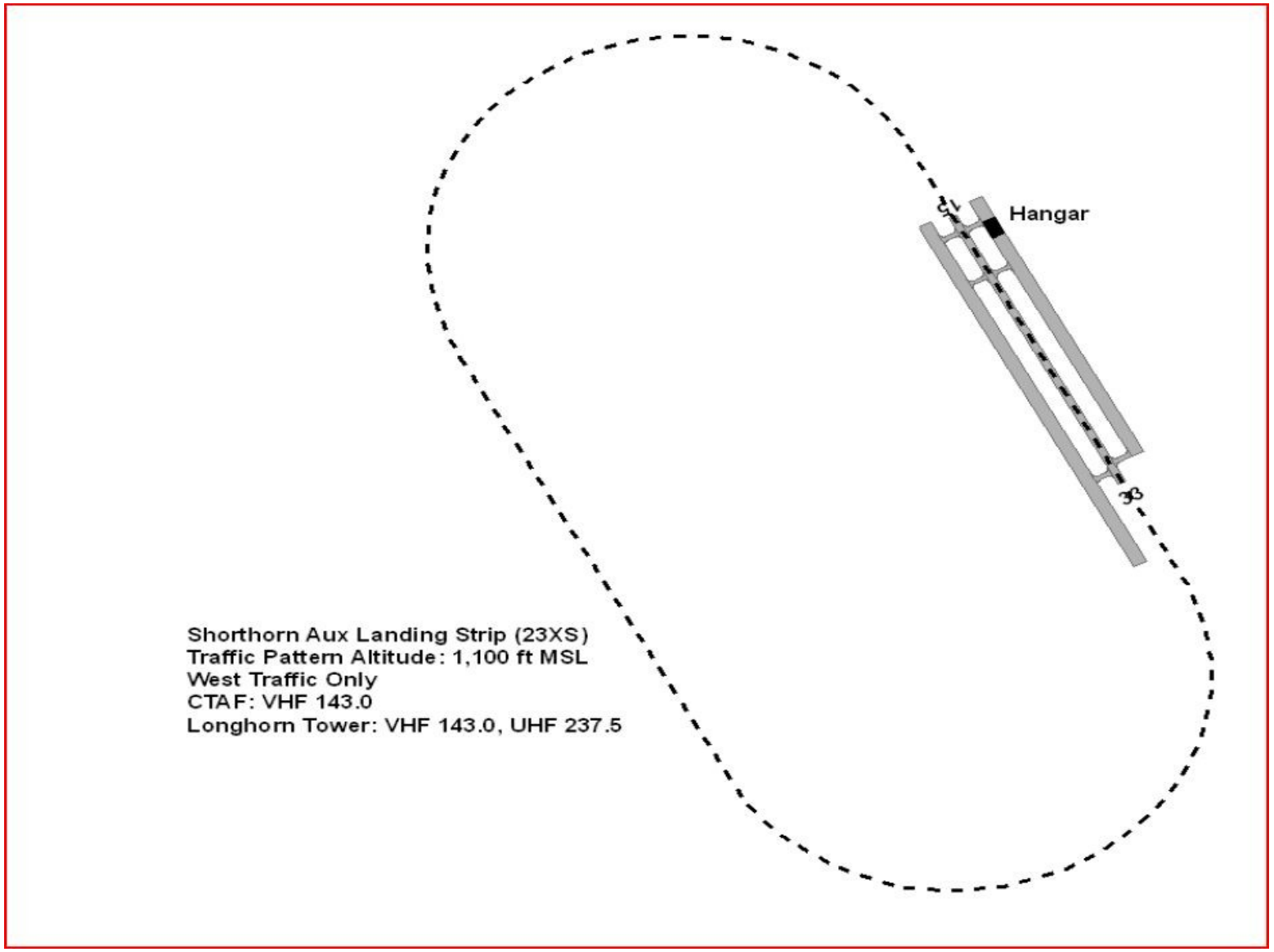
Longhorn Airstrip

Traffic Pattern Alt. 1100'MSL, East Traffic only



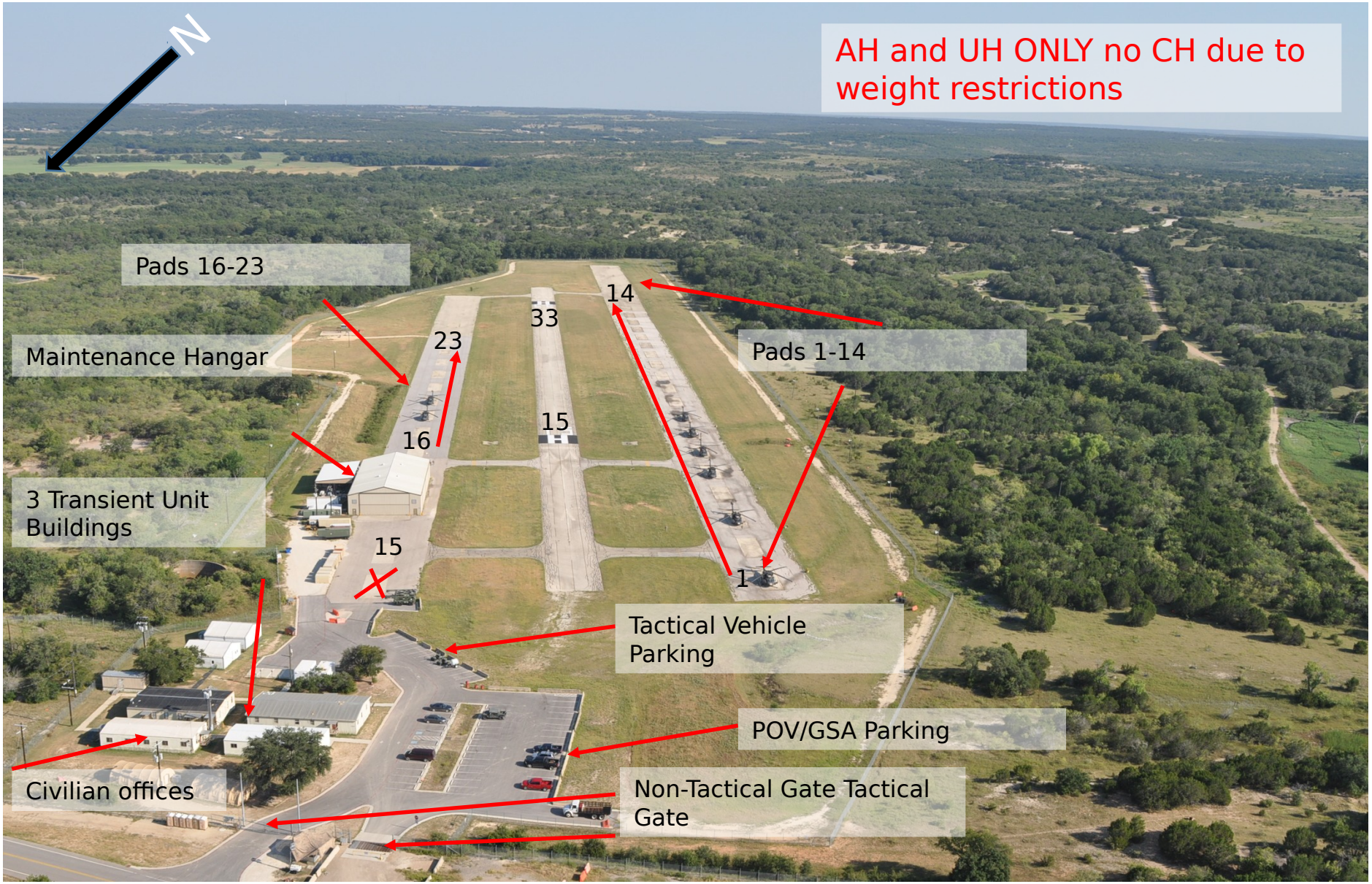
Shorthorn Airstrip

Traffic Pattern Alt. 1100’MSL, West Traffic only



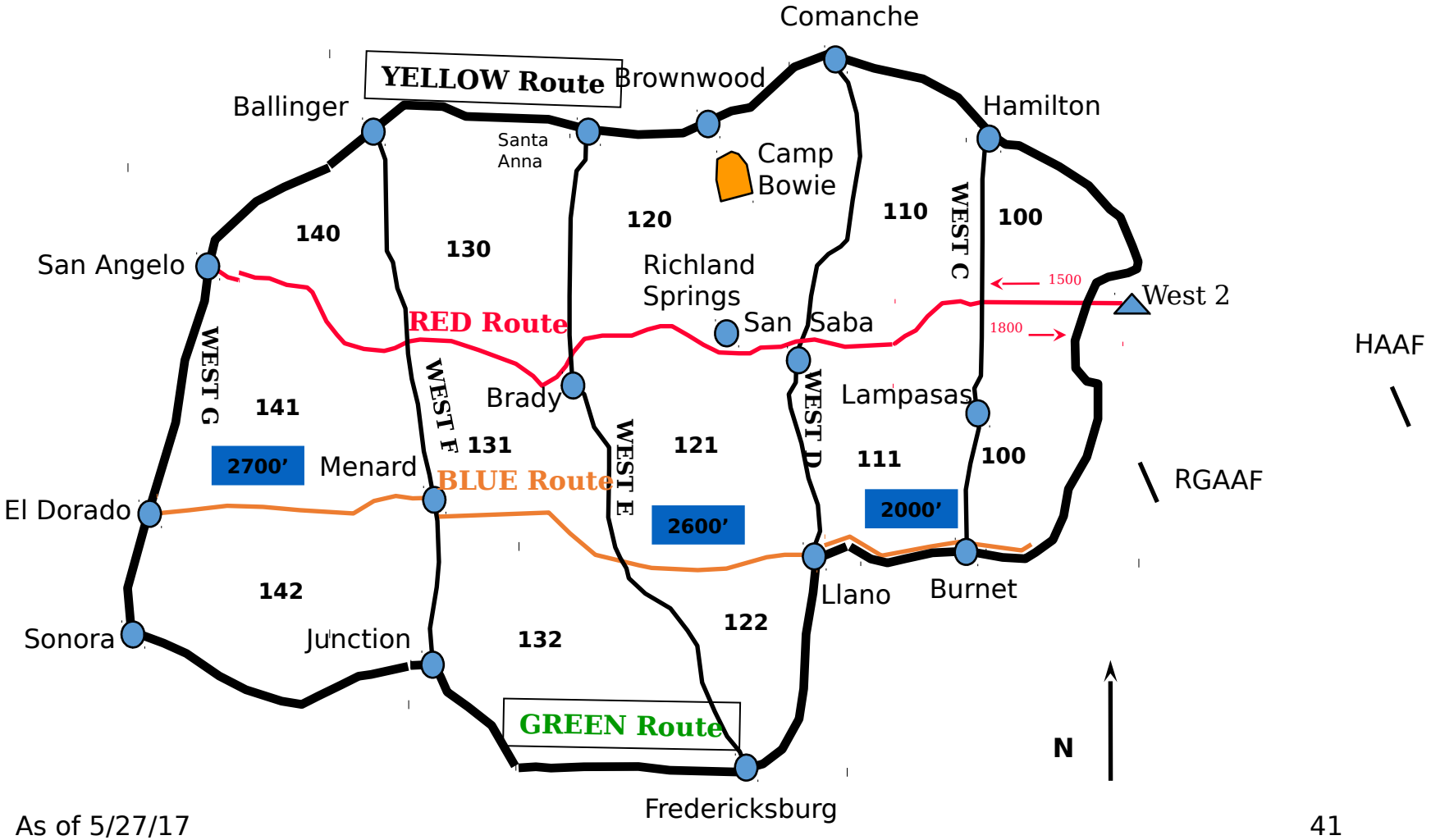
Shorthorn Airstrip

Traffic Pattern Alt. 1100'MSL, East Traffic only



Western Training Area

21,237 Sq Km 8,200 square miles



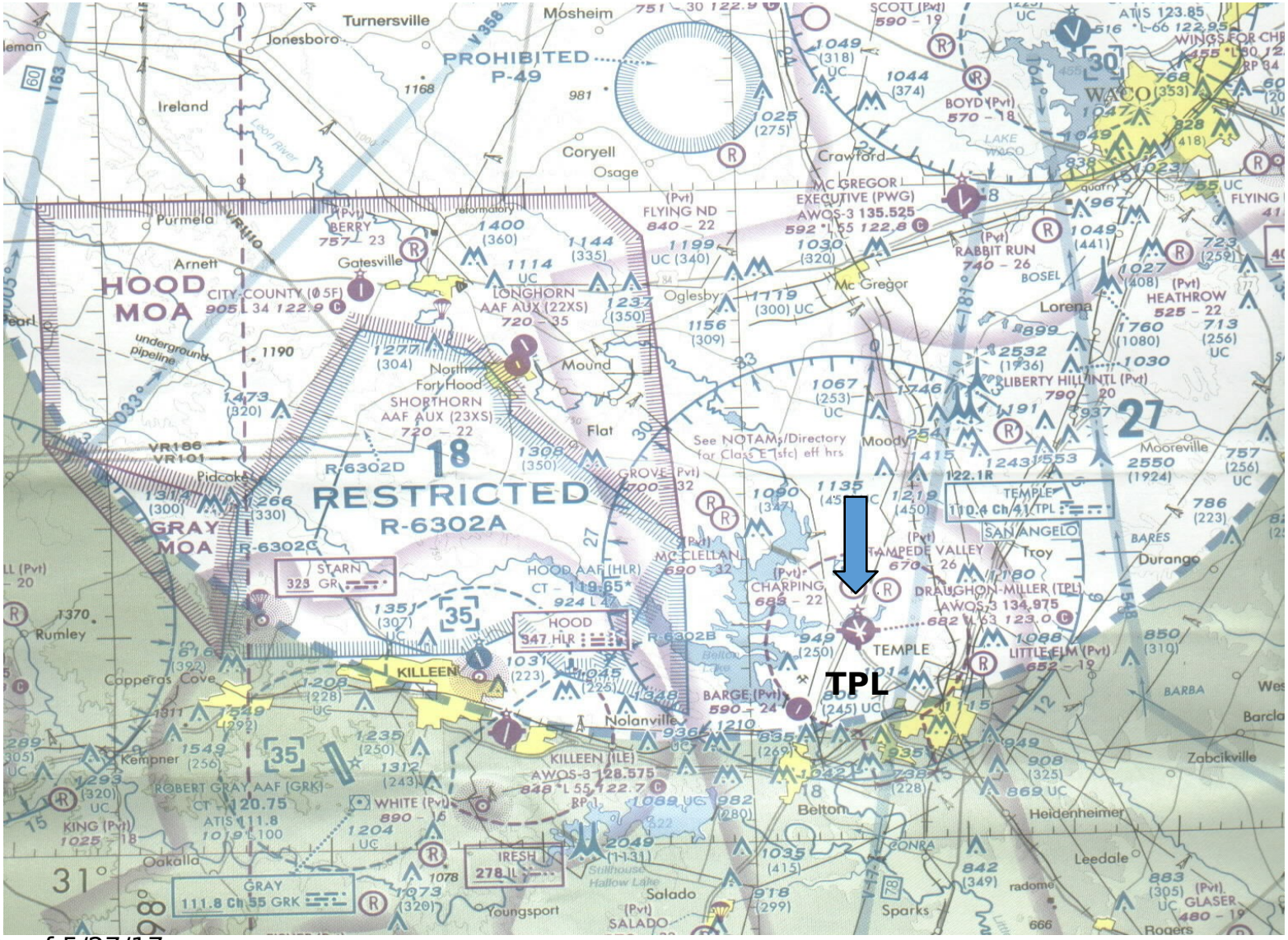
Off Post & WTA Flying Rules

Fort Hood 'does not' control the airspace or own any terrain in the Western Training Area. Use of this area for tactical flight training is the aviators and unit responsibility to fly neighborly and IAW FAA rules.

Extracts from FH Reg 95-1…….

- Unless operations are in an approved tactical training area, flights off the Fort Hood reservation will maintain an altitude of **at least 500' AGL** with a 500' slant range from buildings, livestock or other man made obstructions to flight. Unit commanders may authorize flights below 500' AGL on a case-by-case basis.
- Due to the large number of noise sensitive areas in WTA 100, 110, and 111, tactical training below 500' AGL in these areas is discouraged.
- Flights at or below 200' AGL (which can be approved by the unit commander on a case by case basis) will not intentionally fly within a 500' foot slant range of buildings, livestock or other man made obstructions to flight.
- No landing authorized except at authorized airfields and government leased landing areas.

Local Airspace (TPL)



Draughon-Miller Regional (Temple)

ELEV 682’ msl

FW TP Alt 1700 ft
RW TP Alt 700 ft AGL

UNICOM 123.00
(Caution: other airports)

AWOS-3 134.975

Crash/Rescue Available when the FBO is open (0500-2200L).

PCL
3 Clicks in 5 Sec (Low)
5 Clicks in 5 Sec (Med)
7 Clicks in 7 Sec (High)

US AIR Card Required For Fuel

Fly Friendly

As of 5/27/17

VFR vs “LOCAL” Flight Plans

- VFR
  - VFR – Flights that terminate or involve engine shutdown outside the FH/WTA require a DD Form 175 (non Local)
- “Local”
  - Is not entered into the FAA or FSS system
  - Originates and terminates within Fort Hood (FH) or WTA location
  - Can be a flight outside of FH or WTA that does not involve engine shutdown
  - Flights to San Angelo and Brownwood can be “local” as long as you list a WTA in the route of flight
  - Flights to Temple and Killeen can be “local” but must show HAAF or RGAAF in the “TO” block
- IFR
  - Requires a DD Form 175 completed IAW FLIP and GP
  - 175-1 Weather Briefing required when outside an 50NM radius (80NM Fixed Wing) of RGAAF
- Filing of DD Form 175 flight plans. DD Form 175 flight plans may be filed with RGAAF Base Operations by fax at 254-288-1930, via email at usarmy.hood.usag.mbx.rgaaf-base-ops-center@mail.mil, or in person. In the unusual circumstance when flight plans are unable to be submitted by fax, email, or in person, they may be called in to RGAAF Base Operations by phone at (254) 288-9200/9209.

VFR vs “LOCAL” Flight Plans
(Notes from the airfield manager)

Local

- Local flight plans are retained at Gray Operations and must be opened and closed with Gray Operations. They are NOT transmitted to any agency outside of Gray Operations. This is an automatic operation when you depart/arrive at Hood or Gray as long as your Local flight plan has been faxed/transmitted to Gray Operations and the tower is operational at Hood (if you are departing/arriving at Hood) or Gray (if you are departing/arriving at Gray). If the tower is closed at the time of your departure/arrival, it is your responsibility to ensure that your flight plan has been opened/closed. This can be accomplished by you or your unit flight operations by telephone or by a radio call to Gray Pilot to Dispatch. Do not call a Flight Service Station or 1-800-WX-BRIEF to open or close a local flight plan. They will not have it.

VFR

- VFR flight plans (We usually refer to as cross country flight plans or other than VFR local flight plans) are received by Gray Operations and transmitted through the Flight Service system to your destination. Your VFR flight plan will automatically be opened by Gray Operations when you depart Gray AAF or Hood AAF so long as the tower where you depart is operational. If the tower where you depart (Hood or Gray) is closed when you depart, it is, once again, your responsibility to ensure that your flight plan has been opened. This can be accomplished by you or your unit flight operations by telephone or by a radio call to Gray Pilot to Dispatch (125.050). Your flight plan will NOT be automatically closed at your destination unless that destination is a military airfield that has an operational base ops. Upon arrival you may close your flight plan with any Flight Service Station on the local frequency or by phone by calling 1-800-WX-BRIEF or, if you call Gray Operations by phone (254-299-9200), they will be glad to close your VFR flight plan.

Sample “Local” Flight Plan

AUTHORITY: / PRINCIPAL PURPOSE:	PRIVACY ACT STATEMENT ROUTINE USES: / DISCLOSURE:	DATE	AIRCRAFT CALL SIGN	AIRCRAFT DESG AND TD CODE
10 USC 8012 and EO 9397. To aid in accurate identification of personnel participating in the filed flight.	To provide data required to process flight plans with appropriate air traffic service authorities. A file is retained by the agency processing the flight plan. Voluntary; however, failure to provide the SSN could result in denial of flight plan processing.	1 Dec 15	R12345	H64/U

BASE OPERATIONS USE

	TYPE FLT PLAN	TRUE AIRSPEED	POINT OF DEPARTURE	PROPOSED DEPARTURE TIME (Z)	ALTITUDE	ROUTE OF FLIGHT	TO	ETE
	V		HLR	1830	15	Local(GRK, R6302, TPL)	HLR	2+00

REMARKS
HLR-S

RANK AND HONOR CODE

CELL Phone # (254)123-4567

FUEL ON BD	ALTN AIRFIELD	ETE TO ALTN	NOTAMS	WEATHER	WT AND BALANCE	AIRCRAFT SERIAL NUMBER, UNIT, AND HOME STATION
3+00			X	1845/CSH	15Nov15/HLR	01-02345 /A Co 1-227 ARB/HLR

SIGNATURE OF APPROVAL AUTHORITY
NOWLIN.THOMAS.EDW.ARD.JR.1121026798

CREW/PASSENGER LIST — ATTACHED — SEE PSGR

ACTUAL DEP TIME (Z)

BASE OPERATIONS USE

DUTY	NAME AND INITIALS	RANK	SSN	ORGANIZATION AND LOCATION
PILOT IN COMMAND	Smith, A.B.	CW4		HHC 1 ACB/HLR
PI	Wesson, C.D.	CW4		HHC/1 ACB/HLR

DD Form 175, MAY 86

Previous editions are obsolete.

Reset

MILITARY FLIGHT PLAN

Adobe Professional 8.0

Emergency Procedures Training
(Where to train)

- Rotary wing emergency procedures will be conducted IAW AR 95-1.
- RGAAF is the primary location for emergency procedures training.
- HAAF may be used for emergency procedures training, traffic permitting.
- Rotary wing IPs and SPs may perform simulated engine failure to termination with power at:
  - Any suitable airfield, airstrip or landing strip in the local flying area which meets the requirements of AR 95-1 and where crash rescue is on duty and operational on the airfield while training is being conducted.
  - Landing strips 12, 22, 41, Antelope DZ and Rapido DZ.
- Commanders may authorize on a case-by-case basis, emergency procedures training conducted to the ground outside the local flying area to any suitable airfield, airstrip or landing strip where crash rescue is on duty and operational.

Flight Following

- On the reservation, use of Hood Radio is ***MANDATORY,*** except when under the control of HAAF or RGAAF tower, Approach Control, or Range Control for operations inside the redline.
- For multi-ship operations on the reservation, at least one aircraft in the flight will monitor Hood Radio and relay information as required.
- Multi-ship operations ***off the reservation and in the WTA*** airspace can flight follow internally ***AFTER*** notifying Hood Radio.
- Obtain Range information by telephone ***254-288-7827***, on the HLR NDB (347), or directly from Hood Radio.
- Sample initial check in with Hood Radio
  - ***Hood radio this is Apache 85539, single AH-64 with two personnel on board off of Gray for Landing Strip 12 with information Hotel.***
    - Hood radio requires position reports every 30 minutes
- Transponder code within R-6302 is ***4000***.

Note: Hood Radio is an advisory service only

Procedural Controls

Weather < 1000 - 3

- ON POST – When weather at HAAF or RGAAF is less than 1000’ ceiling or 3 miles visibility;
  - Report all intersections/waypoints, altitudes, and routes
  - Report deviations to CARS altitudes
  - Below 200’ monitor TA frequency
- Use of Numbered Corridors for SVFR recovery is not mandatory

Flight Following
Overdue Aircraft Procedures

- Aircraft will transmit position reports to Hood Radio every 30 minutes; aircraft failing to make required 30 min position reports or failing to arrive at the intended destination within 30 minutes of estimated time of arrival, are considered to be overdue. The following actions will be taken for overdue aircraft:
  - Hood Radio will advise RGAAF Base Operations of overdue aircraft. (Hood Radio will continue communications search for overdue aircraft)
  - RGAAF Base Operations will initiate the overdue aircraft/search and rescue checklist and notify the following in order:
    - Fire and Emergency Services, Central Dispatch.
    - Flight Operations of aircraft unit of assignment.
    - The Battalion Commander for the unit of assignment. If the Battalion Commander is not available, the Battalion XO or S3 will be contacted.
- Once positive contact has been established with the overdue aircraft and the overdue aircraft search has been terminated, RGAAF Base Operations will submit the completed overdue aircraft/search and rescue log to the IOC at usarmy.hood.usag.mbx.ioc@mail.mil.
- If positive contact with the overdue aircraft is not established within 20 minutes of being declared overdue, search and rescue actions will be

Night Operations

- Aided night operations below 200’ AGL in off post areas require a daylight reconnaissance within 3 days prior to use.

- Aided aircraft in the RGAAF traffic pattern at night will have position lights on steady bright. Lights may be dim on short final, 100’ AGL or less. After landing, place lights to steady bright. The anti-collision light may be turned off during ground operations with tower permission.

- Maximum density at night at strips 22 and 41 is ***two*** aircraft and ***three*** at strip 12.

- Single aircraft lights out operations are not authorized.

- Minimum lighting definition: Position lights on steady dim and anti collision light off. In formation flights, the anti collision light of the ***trail*** aircraft ***will remain on***.

Lights Out Operations

- Lights out operations are conducted only within an activated ROZ within R-6302 (on the reservation)

- One fully lighted, non-tactical aircraft (high bird or O/C) will be in a position to over watch the ROZ in the immediate vicinity of the tactical operation in case of an incursion by nonparticipating aircraft. This high bird or O/C will continuously monitor the land group frequency.

- All participating aircraft will be required to monitor a common frequency. Participating aircraft may use the land group frequency as their common frequency but will not use that land group frequency to conduct mission operations.

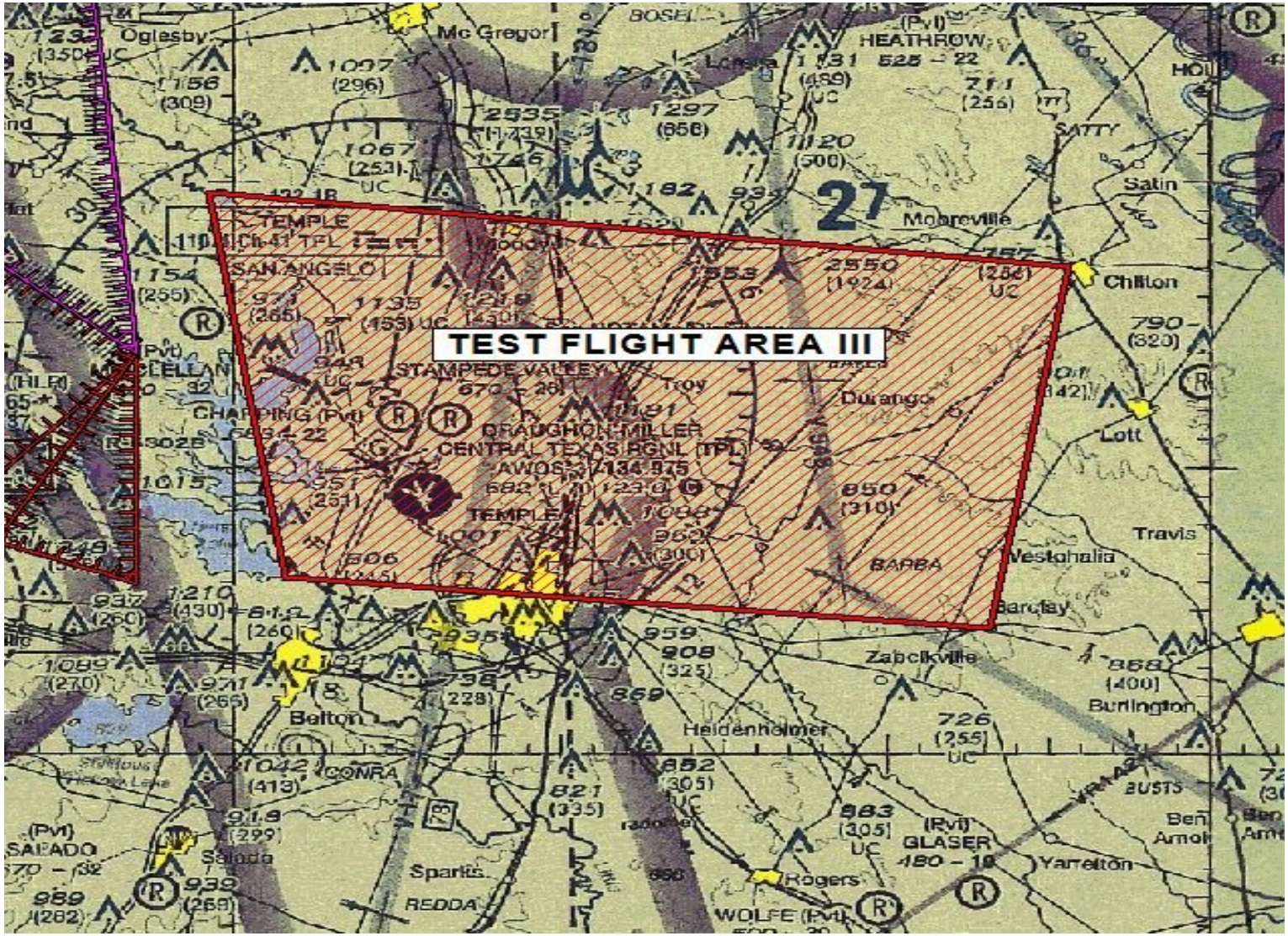
- Any participating tactical or non-tactical aircraft that sees a nonparticipating aircraft enter the ROZ will use the common frequency to announce to all other participating aircraft that there is an incursion into the ROZ. All participating aircraft will immediately go to full external lighting until the incursion can be sorted out.

- Commander's will assure that their risk assessments reflect additional risk associated with lights out operations.

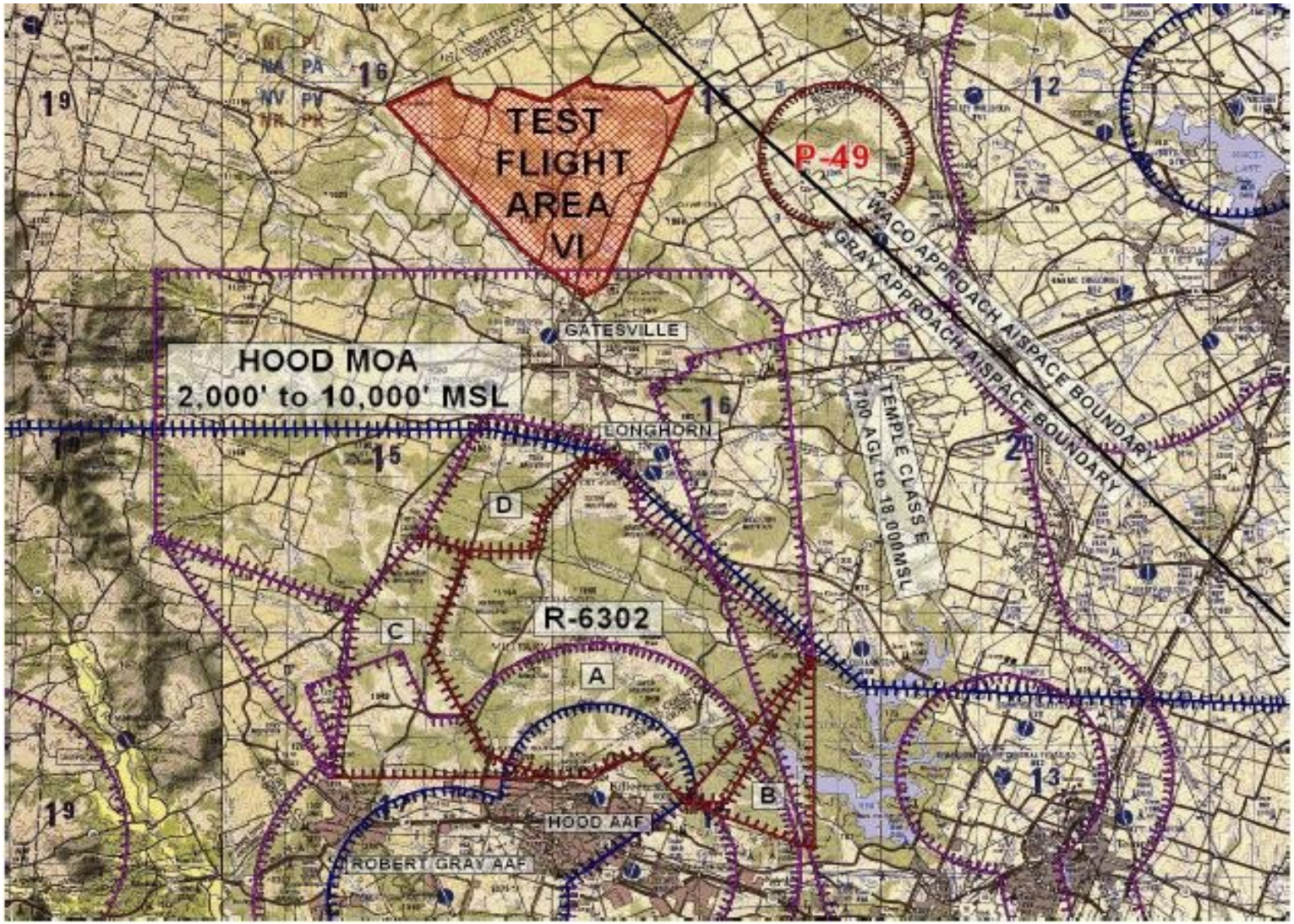
Maintenance Test Flight Procedures

- Conduct test flights in the appropriate test flight area; terminate at the point of origin and restrict flights to 2.5 hours.
  - Fixed wing aircraft may request an extention
  - Flights originating at HAAF may terminate at RGAAF and vice versa
- Do not conduct test flights involving maximum torque airspeed checks to the south while in a HAAF traffic pattern.
- During test flights in the approved areas; flight follow with Gray Approach or Hood Radio and monitor 44.40.
- File flight plans with RGAAF Operations by telephone or with the control tower using test pilot call signs.
- Test flight call signs are used only for MTFs and MOCs.
  - MEs may use test flight call signs while conducting training or evaluations.

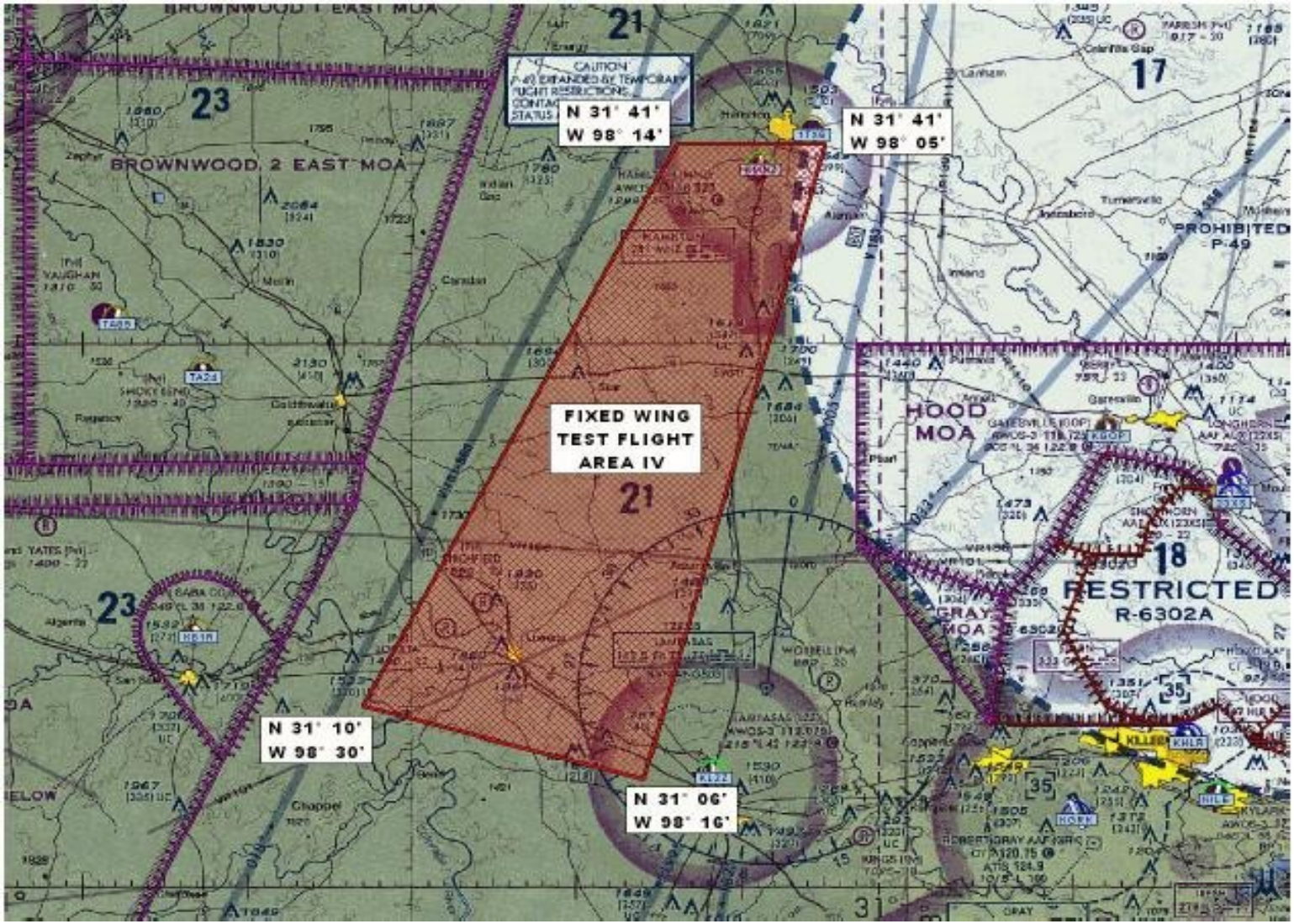
MTF Area III


TEST FLIGHT AREA III
Oglesby
Mc Gregor
HEATHROW
TEMPLE
SAN ANGELO
STAMPEDE VALLEY
CHARPING (Pvt)
GRAUGHON-MILLER
CENTRAL TEXAS RGNL (TPL)
AWOS 3 134.975
TEMPLE
Troy
Durango
Mobreville
Satin
Chilton
Lott
Travis
Vestonalia
BARBA
Barclay
Zabcikville
Burlington
Heidenheimer
Belton
CONRA
Salado
Sparks
REDDA
Rogers
WOLFE (Pvt)
GLASER
Yarretton
27

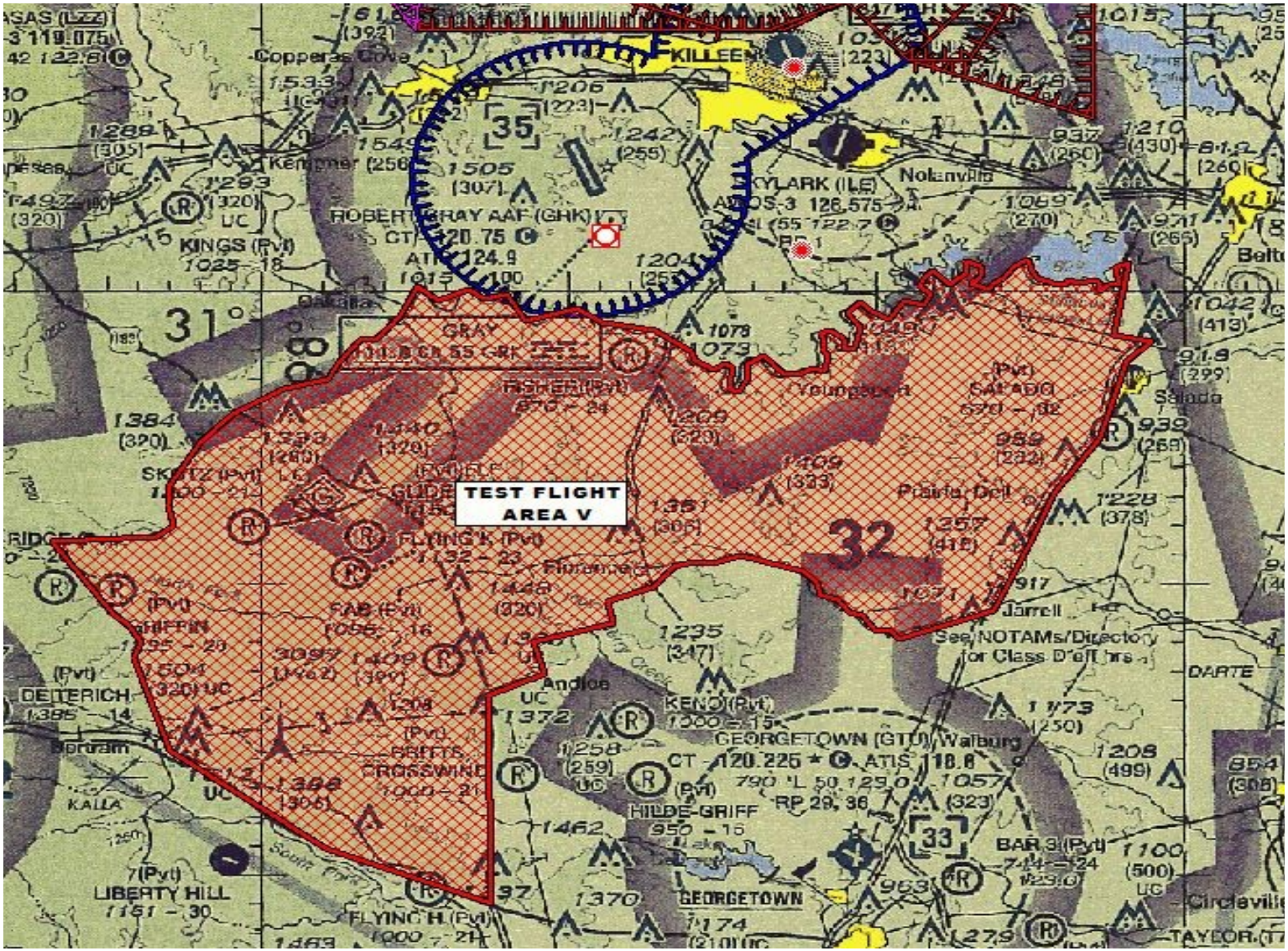
MTF Area VI


TEST
FLIGHT
AREA
VI
P-49
WACO APPROACH AISPACE BOUNDARY
GRAY APPROACH AISPACE BOUNDARY
GATESVILLE
HOOD MOA
2,000' to 10,000' MSL
LONGHORN
100 AGL to 18,000MSL
TEMPLE CLASS E
D
C
A
B
R-6302
HOOD AAF
ROBERT GRAY AAF

Fixed Wing MTF Area IV



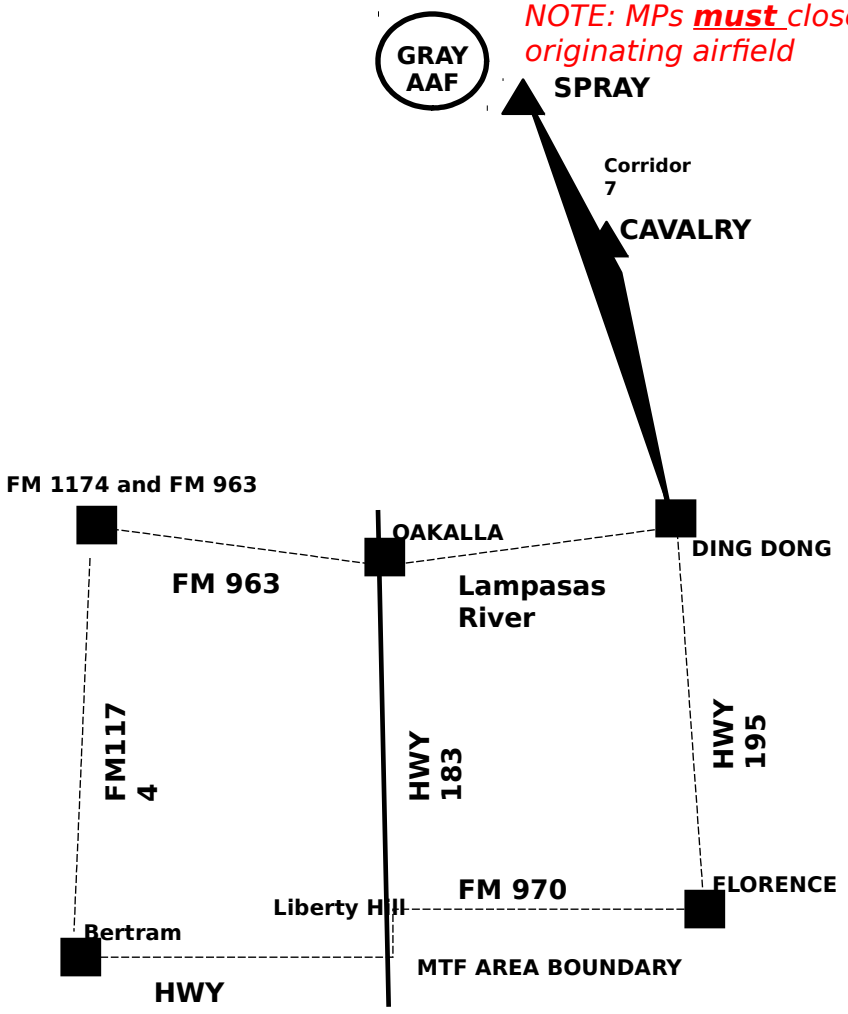
MTF Area V


TEST FLIGHT
AREA V
KILLEEN
Copperas Cove
ROBERT GRAY AAF (GHK)
KYLARK (ILE)
Nolanville
Salado
Florence
Jarrell
Andice
GEORGETOWN (GTU) Walburg
GEORGETOWN
HILDE-GRIFF
KENO (Pvt)
DE TERICH
LIBERTY HILL
KALLA
BAR 3 (Pvt)
DARTE
31
32
33
35

MTF AREA (west side)

44.40

*NOTE: MPs **must** close-out flight plans with originating airfield*

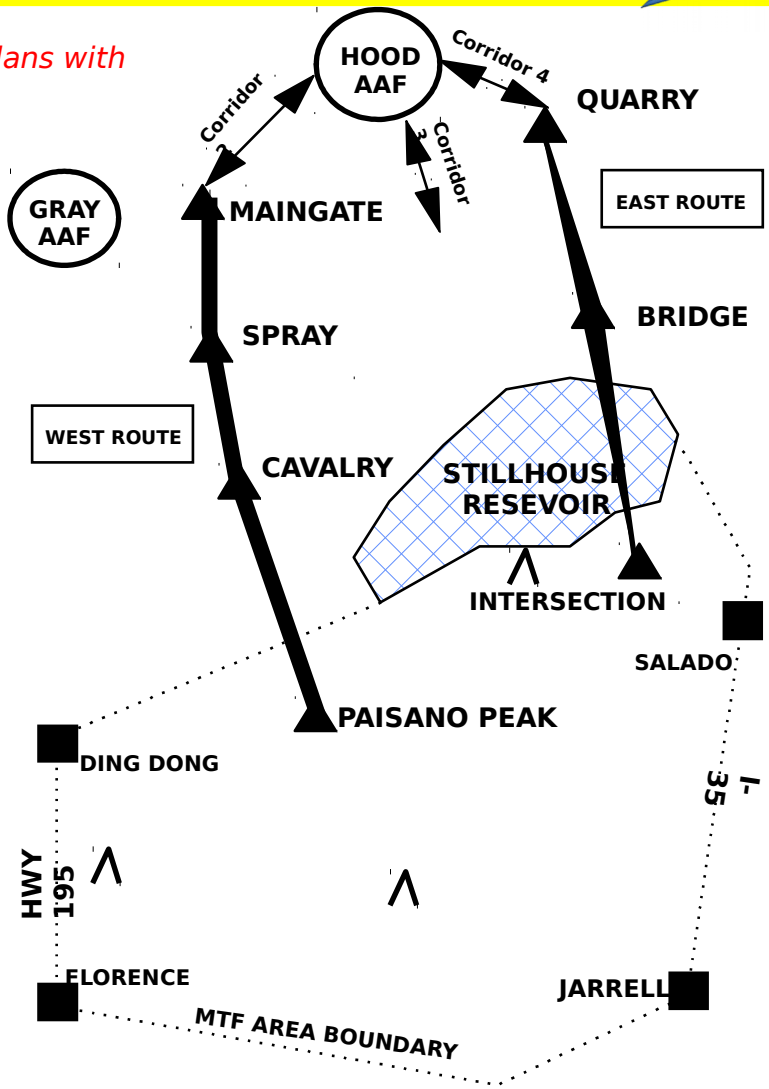


- VFR conditions, daylight only
- Duration: 2.5 hour or less

As of 5/27/17

MTF AREA (east side)

44.40



Flight Follow with Gray Approach or Hood Radio and monitor 44.40

VFR Weather Minimums

- AR 95-1 Class G Airspace
  DAY – Clear of Clouds, 1/2 mile visibility
  NIGHT- Clear of Clouds, 1 mile visibility

- Fort Hood 95-1 Class G Airspace
  DAY – Clear of Clouds, 1/2 mile visibility
  NIGHT – Clear of Clouds, 1 mile visibility
  If 500’ or less ceilings are encountered, terminate and recover.

- SVFR for RGAAF and HAAF
  DAY – CC, No minimum ceiling, 1/2 mile visibility
  NIGHT – CC, No minimum ceiling, 1 mile visibility

- Fixed wing VFR and SVFR weather minimums are according to AR 95-1 and applicable portions of 14CFR 91.155 and 14CFR 91.157.

Weather Briefing Requirements

- All VFR and IFR flight plans require a weather brief from an appropriate weather facility.
- Briefings may be in person, telephonically, or through the use of an automated weather dissemination system (AWDS) or military aviation information system (MAIS).
- All IFR flights that exceed an 50 nautical mile radius (80 nautical mile Fixed Wing) from RGAAF require a completed 175-1.
- Local weather briefings will be provided by the 3rd Weather Squadron here at Fort Hood, (254) 288-9620 or (254)-288-9400.

Sample MEF

CALL 3 WS AT DSN 738-9620/9400, COM 288-9620/9400 FOR AN OFFICIAL FLIGHT WEATHER BRIEF

CLICK HERE FOR LATEST WEATHER WATCHES, WARNINGS, AND ADVISORIES (OR GO TO 3 WS WEBPAGE)

FORT HOOD MISSION PLANNING/EXECUTION FORECAST	#01	C	REVISION #	1

FORECASTER	MR. BEATY	VALID TIME:	01/1900Z - 02/0400Z	REVISION TIME:	1905Z
WEBSITE	www.hood.army.mil/3ws	MONTH	DEC	YEAR	2011

SOLAR/LUNAR DATA (ALL TIMES LOCAL)

BMNT	SR	SS	EENT	MR	MS	ILLUM	MOON ANGLE ≥30 DEG
02/0616	02/0713	01/1729	01/1825	01/1213	02/0009	39%	01/1447 - 01/2134

Your Feedback is important! Let us know how we're doing!

FLIGHT LEVEL WIND AND TEMP (°C) - LOCAL FLYING AREA

500' (AGL)	1000' (AGL)	2000' (AGL)	3000' (AGL)	5000' (MSL)	6000' (MSL)	8000' (MSL)	10000' (MSL)
140/15	150/15	160/20	180/25	200/30	210/25	220/20	220/15
+17	+15	+13	+11	+9	+11	+8	+4

SPACE WEATHER EFFECTS

GPS	G	Unlikely Degradation
UHF	G	Unlikely Degradation
HF	G	Unlikely Degradation

MINIMUM FREEZING LEVEL (MSL): 12000 Ft

GRAY METRO PMSV 306.5 UHF/41.2 FM

FLIGHT HAZARDS WITHIN ~150NM OF FORT HOOD (LOCAL FLYING AREA IAW FHR95-1)

HAIL, SEVERE TURBULENCE & ICING, HEAVY PRECIP, LIGHTNING & WIND SHEAR EXPECTED IN & NEAR THUNDERSTORMS

HAZARD	LEVEL (MSL)	INTENSITY/COVERAGE	LOCATION
TSTMS	MAX TOPS		NONE
ICING	180 - 210	LGT RIME	WESTERN & NORTHERN SECTION OF LOCAL FLYING AREA
TURBC CAT II			NONE
TURBC CAT I	020 - 050	LGT	ENTIRE LOCAL FLYING AREA

CAT II AIRCRAFT (UH-60, AH-64, CH-47, BE-20, UC-35, C-208) // CAT I AIRCRAFT (UH-1, OH-58, HUNTER UAS, SHADOW UAS)

NOTE: AN AIRCRAFT'S WEIGHT, AIRSPEED, AND/OR ALTITUDE MAY CHANGE ITS TURBULENCE CATEGORY FROM ITS DEFAULT VALUE

RGAAF AND HAAF TAKEOFF AND LANDING DATA

VALID TIME	MIN ALSTG	MAX TMP		RGAAF (KGRK)		HAAF (KHLR)	
		C	F	MAX PA	MAX DA	MAX PA	MAX DA
1600Z - 1900Z	30.06 INS	18	64	887 Ft	1718 Ft	796 Ft	1605 Ft
1900Z - 2200Z	30.03 INS	19	66	914 Ft	1883 Ft	823 Ft	1770 Ft
2200Z - 0100Z	30.03 INS	19	66	914 Ft	1883 Ft	823 Ft	1770 Ft
0100Z - 0400Z	30.07 INS	17	63	877 Ft	1576 Ft	786 Ft	1463 Ft
0400Z - 0700Z	30.12 INS	16	61	831 Ft	1388 Ft	740 Ft	1275 Ft
0700Z - 1000Z	30.12 INS	15	59	831 Ft	1258 Ft	740 Ft	1145 Ft
1000Z - 1300Z	30.12 INS	14	57	831 Ft	1127 Ft	740 Ft	1014 Ft
1300Z - 1600Z	30.17 INS	15	59	785 Ft	1201 Ft	694 Ft	1088 Ft

FT HOOD RESERVATION FORECAST (INCLUDES RGAAF, HAAF, AND TEST AREAS III AND V)

TIME (Z)	WIND (KTS)	VISIBILITY/WEATHER	CLOUDS/CEILINGS (AGL)
19Z - 21Z	120/10	7	BKN020 BKN040
21Z - 02Z	120/10	7	SCT020 BKN040
02Z - 04Z	110/08	7	BKN015 OVC020

NOTE: ABOVE CONDITIONS ARE THE MINIMUM EXPECTED

FORECAST FOR FORT HOOD RESERVATION WILL BE AMENDED FOR:

CEILINGS 3000', 1000', AND 500'
VISIBILITY 3 MILES AND 1/2 MILE
THUNDERSTORMS
MODERATE OR GREATER ICING/TURBULENCE

FORT HOOD RESERVATION 24-HR PLAIN LANGUAGE FORECAST	MOSTLY CLOUDY TO CLOUDY SKIES TODAY WITH WINDS FROM THE SOUTHEAST AT 8-15 KTS. OVERNIGHT EXPECT CLOUDY SKIES WITH WINDS FROM THE EAST-SOUTHEAST AT 5-10 KTS. BY EARLY TOMORROW MORNING EXPECT SOME VISIBILITY RESTRICTIONS TO 3-5 MILES WITH LIGHT DRIZZLE AND MIST.

WESTERN TRAINING AREA FORECAST

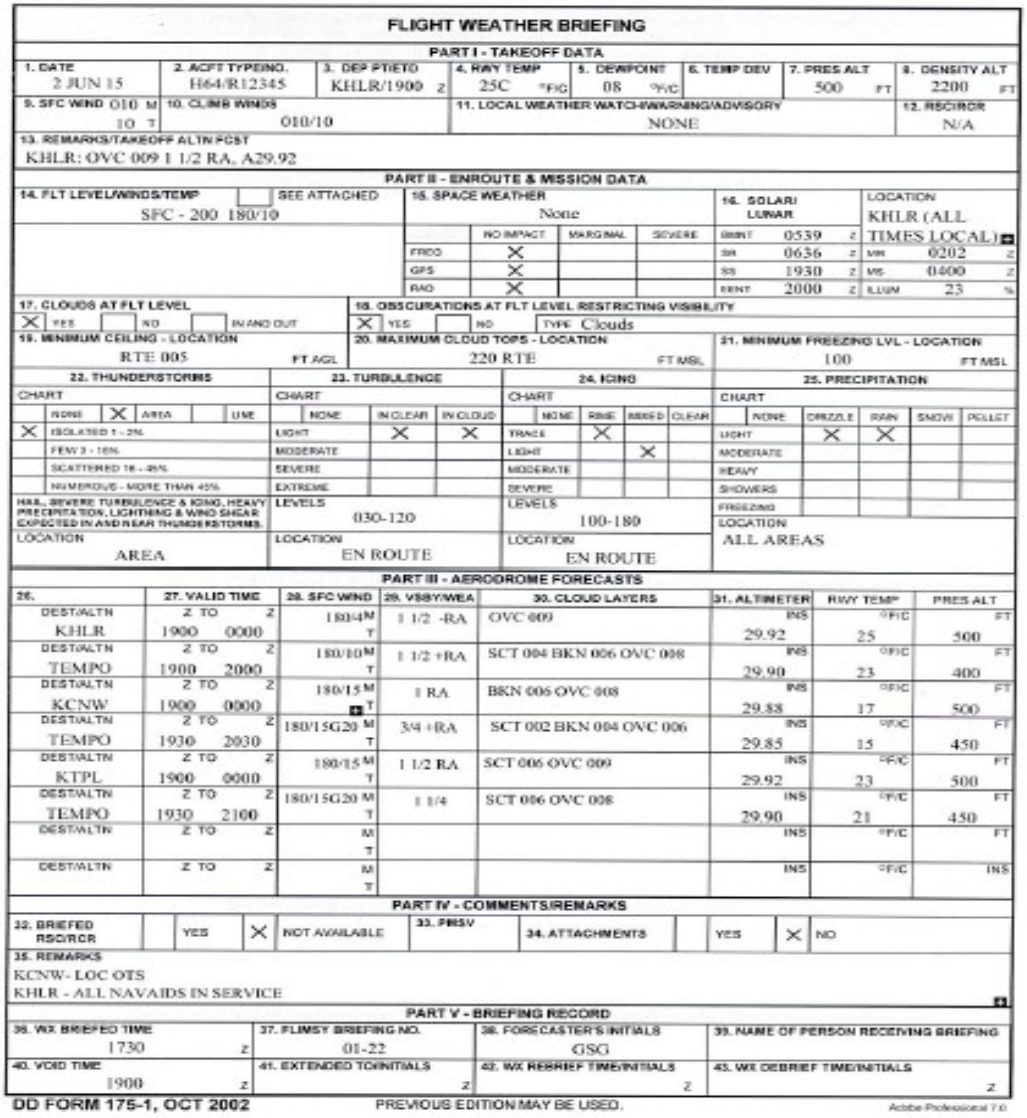
ROUTE	WIND / VISIBILITY / SIG WEATHER / SKY CONDITION (AGL)
YELLOW ROUTE	140/10 7SM BKN025 BKN030 (BY 22Z) 120/08 7SM SCT025 BKN040
RED ROUTE	140/10 7SM BKN025 BKN030 (BY 21Z) 120/08 7SM SCT025 BKN040
BLUE ROUTE	140/10 7SM SCT020 BKN030 (BY 20Z) 120/08 7SM SCT030
GREEN ROUTE	140/10 7SM SCT020 BKN030 (BY 20Z) 120/08 7SM SCT030

NOTE: ABOVE CONDITIONS ARE THE MINIMUM EXPECTED

CALL 3 WS AT DSN 738-9620/9400, COM 288-9620/9400 FOR AN OFFICIAL FLIGHT WEATHER BRIEF

CLICK HERE FOR LATEST WEATHER WATCHES, WARNINGS, AND ADVISORIES (OR GO TO 3 WS WEBPAGE)

Sample 175-1



FLIGHT WEATHER BRIEFING

PART I - TAKEOFF DATA

1. DATE	2. ACFT TYPE/NO.	3. DEP PT/ETD	4. RWY TEMP	5. DEWPOINT	6. TEMP DEV	7. PRES ALT	8. DENSITY ALT
2 JUN 15	H64/R12345	KHLR/1900 Z	25C °F/C	08 °F/C		500 FT	2200 FT

9. SFC WIND	10. CLIMB WINDS	11. LOCAL WEATHER WATCH/WARNING/ADVISORY	12. RSC/RCR
010 M 10 T	010/10	NONE	N/A

13. REMARKS/TAKEOFF ALTN FCST

KHLR: OVC 009 1 1/2 RA, A29.92

PART II - ENROUTE & MISSION DATA

14. FLT LEVEL/WINDS/TEMP — SEE ATTACHED

SFC - 200 180/10

15. SPACE WEATHER — None

	NO IMPACT	MARGINAL	SEVERE
FRDO	X		
GPS	X		
RAD	X		

16. SOLAR/LUNAR — LOCATION: KHLR (ALL TIMES LOCAL)

BMNT	0539 Z	MR	0202 Z
SR	0636 Z	MS	0400 Z
SS	1930 Z	ILLUM	23 %
EENT	2000 Z		

17. CLOUDS AT FLT LEVEL — [X] YES [ ] NO [ ] IN AND OUT

18. OBSCURATIONS AT FLT LEVEL RESTRICTING VISIBILITY — [X] YES [ ] NO — TYPE: Clouds

19. MINIMUM CEILING - LOCATION: RTE 005 FT AGL

20. MAXIMUM CLOUD TOPS - LOCATION: 220 RTE FT MSL

21. MINIMUM FREEZING LVL - LOCATION: 100 FT MSL

22. THUNDERSTORMS — CHART: [ ] NONE [X] AREA [ ] LINE

[X] ISOLATED 1 - 2%	
[ ] FEW 3 - 15%	
[ ] SCATTERED 16 - 45%	
[ ] NUMEROUS - MORE THAN 45%	

HAIL, SEVERE TURBULENCE & ICING, HEAVY PRECIPITATION, LIGHTNING & WIND SHEAR EXPECTED IN AND NEAR THUNDERSTORMS.

LOCATION: AREA

23. TURBULENCE — CHART: [ ] NONE

	IN CLEAR	IN CLOUD
LIGHT	X	X
MODERATE		
SEVERE		
EXTREME		

LEVELS: 030-120

LOCATION: EN ROUTE

24. ICING — CHART: [ ] NONE

	RIME	MIXED	CLEAR
TRACE	X		
LIGHT		X	
MODERATE			
SEVERE			

LEVELS: 100-180

LOCATION: EN ROUTE

25. PRECIPITATION — CHART: [ ] NONE

	DRIZZLE	RAIN	SNOW	PELLET
LIGHT	X	X		
MODERATE				
HEAVY				
SHOWERS				
FREEZING				

LOCATION: ALL AREAS

PART III - AERODROME FORECASTS

26.	27. VALID TIME	28. SFC WIND	29. VSBY/WEA	30. CLOUD LAYERS	31. ALTIMETER	RWY TEMP	PRES ALT
DEST/ALTN KHLR	Z TO Z 1900 0000	180/4 M/T	1 1/2 -RA	OVC 009	INS 29.92	°F/C 25	FT 500
DEST/ALTN TEMPO	Z TO Z 1900 2000	180/10 M/T	1 1/2 +RA	SCT 004 BKN 006 OVC 008	INS 29.90	°F/C 23	FT 400
DEST/ALTN KCNW	Z TO Z 1900 0000	180/15 M/T	1 RA	BKN 006 OVC 008	INS 29.88	°F/C 17	FT 500
DEST/ALTN TEMPO	Z TO Z 1930 2030	180/15G20 M/T	3/4 +RA	SCT 002 BKN 004 OVC 006	INS 29.85	°F/C 15	FT 450
DEST/ALTN KTPL	Z TO Z 1900 0000	180/15 M/T	1 1/2 RA	SCT 005 OVC 009	INS 29.92	°F/C 23	FT 500
DEST/ALTN TEMPO	Z TO Z 1930 2100	180/15G20 M/T	1 1/4	SCT 006 OVC 008	INS 29.90	°F/C 21	FT 450
DEST/ALTN	Z TO Z	M/T			INS	°F/C	FT
DEST/ALTN	Z TO Z	M/T			INS	°F/C	INS

PART IV - COMMENTS/REMARKS

32. BRIEFED RSC/RCR — [ ] YES [X] NOT AVAILABLE

33. PIREP

34. ATTACHMENTS — [ ] YES [X] NO

35. REMARKS

KCNW- LOC OTS

KHLR - ALL NAVAIDS IN SERVICE

PART V - BRIEFING RECORD

36. WX BRIEFED TIME	37. FLIMSY BRIEFING NO.	38. FORECASTER'S INITIALS	39. NAME OF PERSON RECEIVING BRIEFING
1730 Z	01-22	GSG	
40. VOID TIME: 1900 Z	41. EXTENDED TO/INITIALS Z	42. WX REBRIEF TIME/INITIALS Z	43. WX DEBRIEF TIME/INITIALS Z

DD FORM 175-1, OCT 2002 — PREVIOUS EDITION MAY BE USED. — Adobe Professional 7.0

Weather Definitions

- Advisory
  - A special notice provided to a supported agency that alerts them to weather conditions that affect their operations. Advisories alert supported agencies that weather conditions are occurring which could affect their operations.
  - Weather phenomena detailed in the weather advisory may not be in evident in the entire advisory area.
    - Area weather advisories, unless specified otherwise in the text of the advisory, are valid for the area enclosed by a circle of ***50 nautical mile radius*** centered on Building 1001 on Fort Hood.
    - Terminal weather advisories are valid for areas enclosed by a circle of ***5 nautical mile radius*** centered at HAAF or RGAAF or both.

Weather Definitions

- Watch
  - A weather watch is a special notice provided to a supported agency to alert that agency of the ***potential for severe weather before actually issuing a weather warning***.
  - A watch provides ***advanced notice*** of the potential for those extremely hazardous weather phenomena that are disruptive to operations.
  - Weather watches do not indicate severe weather is imminent, only that the ***potential for such exists***.
  - Weather watches are valid for the entire Fort Hood complex.

Weather Definitions

- Warning
  - A special notice given when a ***weather condition of such intensity as to pose a hazard to property or life is occurring or may occur***.
  - The warning defines aerial coverage and may include only certain areas of the Fort Hood complex, the entire complex to include RGAAF and HAAF, the main cantonment area, and the training reservation.
  - With the exception of lightning warnings and thunderstorm warnings for the WTA, only one weather warning is valid at a time, however, the warning may contain more than one weather phenomena.

Warning Tables

Table 6-1. Severe Weather Warning – High Risk

Note: Actions listed in the "Action" column apply to each of the warnings listed in the " Warning" column.

Warning	Action
1. Tornados and Tropical Storms 2. Severe Thunderstorms: Damaging wind 45 knots or greater and/or hail half Inch or more in diameter 3. Damaging surface wind not associated with thunderstorms 45 knots or greater	* Recall/ground aircraft * Hangar and Moor aircraft * Secure equipment * Update IOC every 60 minutes until all aircraft and flight line equipment is secure.

Aircraft Actions in Flight

1. Aircraft operating within R-6302 and/or WTA:
   a. If associated weather warning conditions are not present, immediately return to RGAAF, HAAF, or tactical field site.
   b. If associated weather warning conditions are present, the PC will determine the best course of action and notify Hood Radio of intentions.
2. Aircraft in the local flying area (outside of 1 above): upon receipt of a weather warning, the PC will determine the best course of action and notify the command as soon as practicable.

Legend:

IOC – Installation Operations Center	PC – Pilot in Command
RGAAF – Robert Gray Army Airfield	HAAF – Hood Army Airfield
WTA – Western Training Area	

Warning Tables

Table 6-2. Severe Weather Warning – Moderate Risk

Note: All of the actions listed in the "Action" column apply to each of the warnings listed in the "Warning" column.

Warning	Action
1. Moderate Thunderstorms: High wind greater than 35 knots but less than 45 knots and/or hail of g r e a t e r t h a n quarter inch or in diameter but less than half Inch or more in diameter	* Within operational capabilities aircraft, operations within these warning conditions may occur; however, these missions are an automatic Moderate Risk. Battalion commander (O-5) and above may approve on a case-by-case basis.
2. Strong surface not associated with thunderstorms greater than 35 knots but less than 45 knots.	* Commanders will ensure all aircraft and flight line equipment is secure.
3. Freezing precipitation	

Aircraft Actions in Flight

1. Operating within the area of the warning:
   a. If associated weather warning conditions are not present, immediately return to RGAAF, HAAF, or tactical field site.
   b. If associated weather warning conditions are present, the PC will determine the best course of action and notify Hood Radio of intentions
2. If briefed and approved for Moderate Risk level, PCs may continue the briefed mission outside the area of the warning as long as they do not encounter weather conditions associated with the warning.

Legend:
IOC – Installation Operations Center
RGAAF – Robert Gray Army Airfield
HAAF – Hood Army Airfield
PC – Pilot in Command

Warning Tables

Table 6-3. Lightning Warning

Note: All of the actions listed in the "Action" column apply to each of the warnings listed in the "Warning" column.

Warning	Action
Lightning warning or observed lightning Within 5 miles (8.05 kilometers)	* All aircraft refueling will cease * Commanders will take necessary action to protect personnel and equipment.

Aircraft Actions in Flight

1. PCs will determine the best course of action to prevent airborne lightning strikes.
2. PCs may continue the briefed mission outside the area of the warning as long as they do not encounter weather conditions associated with the warning.
3. Aircrews should avoid all known thunderstorms by at least 20 nautical miles (NM)

Legend:
PC – Pilot in Command
NM – Nautical Miles

Table 6-4. Weather Watches and Advisories

Note: All of the actions listed in the "Action" column apply to each of the warnings listed in the "Warning" column.

Actions for Severe Weather Watches and/or Advisories

1. Aviation operations may occur in areas covered by a weather watch or advisory however, commanders will establish recovery procedures in the event a warning is issued for the weather phenomena contained in the watch and/or advisory.
2. PCs will establish and maintain radio/telephone contact every 30 minutes or at intermediate stops with their unit flight operations.

Legend:
PC – Pilot in Command

IIMC Procedures

- Aircraft flown in weather below a 300’ ceiling in the day or a 500’ ceiling at night will have:
  - One radio with RGAAF Approach Control either in primary or standby position
  - A navigation radio tuned to an appropriate NDB or VOR
  - Have RGAAF programmed into navigation system

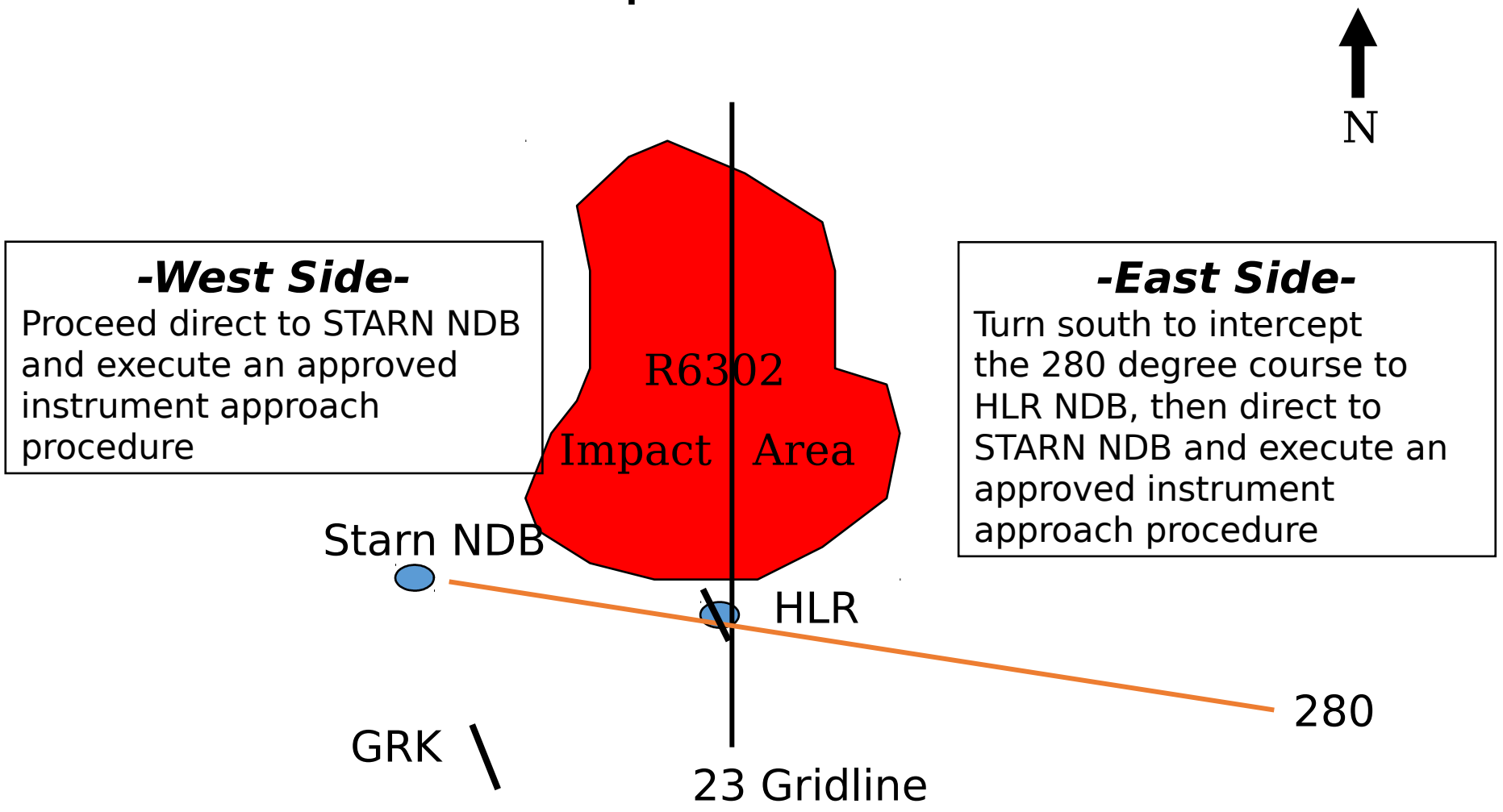
If IMC is Encountered

- Commit to Instrument Flight
- Perform recovery per ATM – Attitude, Heading, Torque, Airspeed, Trim, Transponder, ATC , Local Procedure
- Turn only to avoid known obstacles or live fire area
- Climb to 2500’ MSL, Transponder to 7700

  (Note: 2500’ MSL on post, 4200’ off post IVO GRK)
- Contact Gray Approach and declare an Emergency
- Request PAR or ASR, if available
- Select appropriate route and recovery airfield

IIMC Procedures (*Lost Commo)*

Squawk 7600



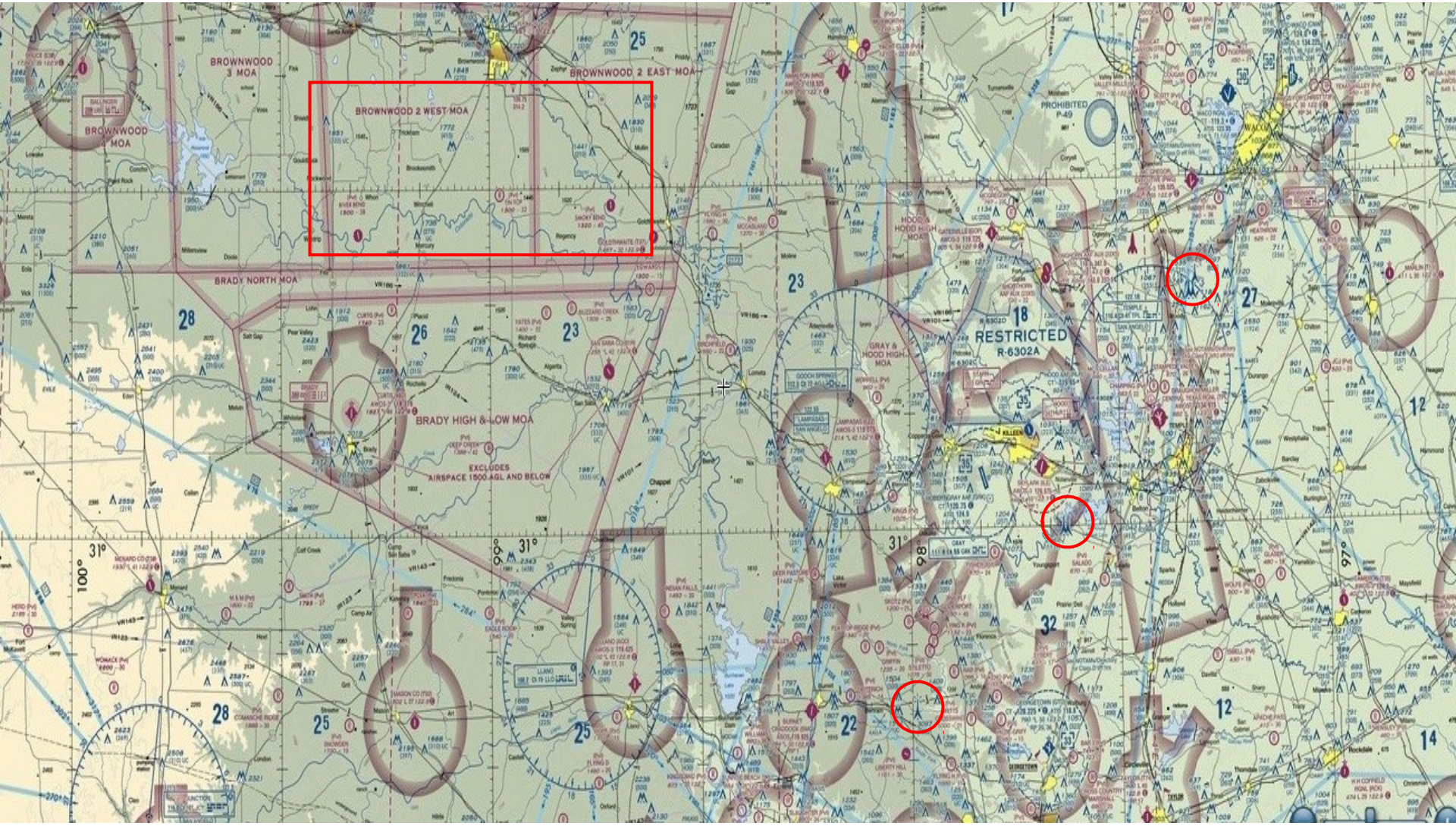
-West Side-

Proceed direct to STARN NDB and execute an approved instrument approach procedure

-East Side-

Turn south to intercept the 280 degree course to HLR NDB, then direct to STARN NDB and execute an approved instrument approach procedure

Local Hazards



Fort Hood 95-1 Requirements

Aircraft Accountability

- Robert Gray Army Airfield (RGAAF) Operations maintains a list of assigned and tenant aircraft.

  - Prior to commencing annual training (AT) or training events on the Fort Hood reservation, guard, reserve component, mobilized and visiting units will provide RGAAF Operations, 287-5102 or usarmy.hood.usag.mbx.rgaaf-base-ops-center@mail.mil, with a complete and updated listing of aircraft type and tail numbers.

  - Upon arrival to Fort Hood, units will also provide RGAAF Base Operations with a telephone number and a local point of contact that is available continuously for the duration of AT to assist flight following if an aircraft is missing, overdue, or involved in a mishap.

Individual Unit Specifics
NOT COVERED by this Briefing
(IAW TC 3-04.11)

- Local Area Orientation Flight
- Unit Policies and Procedures/SOPs
- Airfield Facilities and Layout Tour
- ALSE Procedures
- Unit Orientation:
  - Flight Operations
    - Reading File
    - Flight planning facilities and obtaining maps, charts & FLIP
    - Weather/NOTAM acquisition
    - A/C keys, fuel cards, data cards, etc.

Questions?